



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

APA-4

77-27 July 5, 1977

LAST LOW-FREQUENCY RANGE IS SHUT DOWN

The last of the agency's low-frequency ranges went off the air last month when the switch was pulled on the one at San Francisco. Since 1959, the "homing" station had beamed low-frequency signals across the Pacific as far as Wake Island. Although a generation of pilots navigated by "low freq" ranges from the late 1920s until after World War II, the system is now outmoded. It has been replaced by more accurate and more reliable very-high and ultra-high radio ranges and by inertial-navigation systems.

KEEP GUNS OUT OF AIRPORTS

The agency has proposed a rule which would prohibit any person from carrying a firearm, explosive or incendiary device on an airport in violation of any applicable local or state law. The same proposed rule would give police officers now stationed at airport screening points greater freedom to patrol the terminal as a general deterrent to crime. The ban on firearms and other weapons is being proposed by FAA's Civil Aviation Security Service because weapons continue to be detected at airport screening points in alarming number, despite the fact that present screening (see page 2)

34 NEW ILSs PURCHASED

An additional 34 Instrument Landing Systems (ILSs) to facilitate airport landings during poor weather have been purchased by the agency. Included in the \$1.8 million contract with Wilcox Electric of Kansas City, Mo., are 12 full Category I systems. The remaining 22 will be partial systems. A full system includes a localizer that provides pilots with precise horizontal guidance to the runway, a glide slope for vertical guidance and two marker beacons that are spaced along the approach path to show the distance to the runway. A partial system includes either a localizer or a glide slope and one marker beacon. The contract includes 10 localizer/outer markers and 12 glide slope/middle markers. The landing aids will be used to replace obsolete ILSs. Deliveries will be concluded in 1980. The full Category I ILS system meets the International Civil Aviation Organization (ICAO) and FAA standards, which permit a pilot to land with visibility of one-half mile and to descend to a "decision height" of 200 feet. At 200 feet, the pilot must be able to see the runway or runway lights in order to continue his approach for a landing.

ATTRITION RATES REPORTED

A recent study of attrition rates for women and minority employees within the agency found that women leave the agency at almost three times the rate of male employees. However, attrition rates for minorities were about the same as for the overall agency. The study also reported that FAA attrition rates for women and men, 7 percent and 2.7 percent, respectively, were substantially lower than the overall government rate. The study, which was conducted by International Business Services, Inc. of Washington, D.C., concluded that, in general, the agency does not have a serious attrition problem with its full-time permanent GS and wage-grade employees. Nevertheless, parts of the agency show the need for special attention. The three highest attrition rates for full-time permanent GS employees were recorded in Alaska: 6.8 percent; the Aeronautical Center: 5.4 percent, and Washington Headquarters: 5.0 percent.

GUNS (from page 1)

requirements have been in effect for more than four years. In the last six months of 1976, for example, 2,840 firearms--including 859 handguns--were detected at airport screening points throughout the nation. Existing FAA regulations make it a Federal offense to carry a weapon aboard an aircraft but do not prohibit persons from bringing them into the terminal. The proposed rule would make it a Federal civil offense to bring a weapon into an airport, and violators would be subject to civil penalties of up to a \$1,000 fine.



APC MOVES TO 'GARDEN SPOT'

Approximately 200 FAAers in the Pacific Regional Office moved to a new "human-oriented" Federal office complex last month. Participating in the June 24 dedication ceremonies of the unique "low-rise" building was Mrs. Jimmy Carter. The structure is built around a spacious courtyard complete with a sculptured water fountain, art objects, trees, planters, red tile deck and flowers--in short, not a bad place for Pacific Region people to enjoy their lunch.

ATC INSTRUCTORS REUNION

Plans are being formulated for a reunion of former Academy Air Traffic Control Instructors to coincide with the Air Traffic Control Association's Annual Convention (Las Vegas, October 10-13, 1977). Although the emphasis is on those who worked at the FAA Academy in Oklahoma City between 1969 and 1974, all ATC alumni of that illustrious institution are invited. For further information, check with the ATCA office or Jim Loos in Headquarters.

ICAO SEEKING APPLICANTS

The following assignment is now available with the International Civil Aviation Organization (ICAO) MONTREAL 2 yrs. - PC-18/77 Technical Officer, OPS/AIR (Dangerous Goods), P-4, Gross: \$29,940 per annum and Net (Free of Tax): \$20,209 per annum without dependents and \$21,756 per annum with dependents. Applications due in AIA-19 by 8/23/77. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

HEADQUARTERS PERSONNEL NOTES

TOASTMASTERS TRAINING AVAILABLE

The FAA Toastmasters International Club provides its members with a program to improve their abilities in public speaking and conducting meetings and to develop their leadership and executive potential. Specifically, participation in a Toastmasters Club can help people master the art of effective speaking; make a poised, self-assured appearance before an audience or individual; listen carefully to what others are saying; think critically about what they hear; and develop the ability to accept evaluation. The organization offers certificates of successful completion of professional self-development in all facets of speech improvement and group leadership. Following a step-by-step outline tailored to the individual, the training includes speaking projects and impromptu exercises during one-hour meetings at lunch time. Individual performances are critiqued by other members in attendance through oral and written evaluations and suggestions for improvement. The benefits are increased self-confidence, improved skill in oral communication, and experience in group leadership. There are modest fees for joining and continuing membership. To participate in this training opportunity, employees should get clearance from their supervisors and visit conference room 5AB at noon on the first or third Tuesday of any month. Supervisors may, in the exercise of their administrative discretion, excuse an employee from

duty for the purpose of attending meetings of Toastmasters or Toastmistress Clubs occurring during the agency's regular working hours, if they believe that such attendance would be in the agency's interests. New members are welcome. For further information, contact Jerry Hawkins, APT-150, x63383.

YOUR MERIT PROMOTION BID

In the April issue of Personnel Notes, we discussed things you should consider in preparing your SF-171. When your bid (SF-171 and your most recent PER) is received by the Personnel Office, it is date-stamped and held in a Merit Promotion Program (MPP) file until the closing date of the job announcement. Each application in the file is then checked for basic qualifications by the Employment Branch of the Personnel Management Operations Division. The experience listed on your SF-171 is compared with the applicable requirements in the Civil Service Commission Qualifications Handbook, X-118. (But remember, only your SF-171 will be considered; your official personnel folder will not be reviewed.) These X-118 requirements are summarized on every FAA and DOT-wide vacancy announcement in the "Qualifications" paragraph. If you meet the X-118 requirements, you are considered a qualified candidate for the job and your bid is included with those of other qualified candidates to be rated and ranked. The second step in the review process is to determine which candidates (Turn page)

PROMOTION (From page 3)

are "highly qualified." This is done by rating each bidder's SF-171 and PER against the rating factors listed on the MPP announcement. If there are more than ten qualified bidders for a job, this rating process is carried out by a Merit Promotion Panel. If there are ten or fewer qualified bidders, the rating may be done either by a staffing specialist or a Merit Promotion Panel. In subsequent articles we will discuss the composition and role of the Merit Promotion Panels and the selection process.

TRAINING HISTORY VALIDATION

The Training and Career Development Branch, APT-130, is asking all headquarters employees to validate their individual training records going back to 1964. Employees will receive a computer printout which lists all agency-sponsored courses they have taken. Employees then will be asked to correct any inaccurate information or to add any courses which are omitted from their training records. If there are any questions about the validation process, please call the training contact in your organization or APT-130, x63320.

CORRESPONDENCE STUDY COURSES

Correspondence study courses administered from Oklahoma City are a popular form of training for FAA employees. Some of these courses are Management Improvement Through Team Study (MITTS) courses. They consist of five lessons of home study followed by a 14 to 20-hour workshop for five to eight persons conducted during the day at the work site. In the workshop, the principles learned during home study are applied through group discussions and exercises as outlined in the Workshop Guide. A member of the group, who serves

as workshop manager, leads the first session, and from there the leadership of the group rotates among the participants. The challenge of leadership is a stimulus to maximum learning. MITTS participants receive a certificate of training for successful completion of the home-study portion of the course and an additional certificate for participation in the workshop. Some of the courses available are the Staff Specialist Course; Briefing and Presentation Techniques; Human Relations in Supervision; Management by Objectives; Use and Conservation of Manpower, Money and Materials; and Effective Organization of Work. If you are interested in enrolling in any correspondence study course or if you have completed the home-study portion of any of the courses and wish to participate in the related workshop, please contact Joe Proctor, APT-130, x63320.

HEALTH EXAM OFFERED

The FAA Washington Medical Clinic, FOB-10A, Room 327, will offer a Health Screening Examination starting July 11, 1977, through August 19, 1977. This examination is open to any interested employee. The examination will consist of a medical history and interview; height, weight, blood pressure and pulse measurements, blood count, urine analysis, blood chemistry, chest x-ray, EKG and pulmonary function. Results of this examination will be forwarded to family physicians or other designated physicians for further follow-up or advice as indicated by participating employees. Examinations will be by appointment only. Appointments and further information may be obtained by calling Ext. 63250 between 8:30 a.m. and 5:00 p.m.

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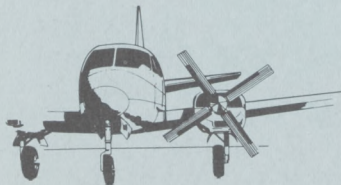
DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

APA-4

77-28 July 11, 1977

BEACON ANTENNAS ORDERED

A contract for radar beacon antennas and related equipment to improve the performance of the air traffic control radar beacon system has been awarded to Texas Instruments of Dallas. Under the \$9.4 million contract, TI will provide 159 open array antennas. Among other things, the new antennas will help eliminate false targets or "ghosts" on the ATC radar displays caused by signal reflection from structures, towers, terrain and other objects. The new antennas will be used primarily to replace existing linear array antennas which are mounted atop Airport Surveillance Radar (ASR) antennas to trigger transponder equipment in aircraft. Earlier this year, the agency successfully tested a prototype open array antenna at three operational locations--Albuquerque, Las Vegas and Tulsa. The new antennas are designed to be compatible with the Discrete Address Beacon System currently under development by FAA. Deliveries of the new equipment will begin in one year and will be completed in 3½ years.



NEW MANAGEMENT PROCESS STRIVES FOR EFFICIENCY

Necessity may be the mother of invention, but coming up with an idea to fill a need is only a small portion of the job. Getting the new equipment into operation can be a long and vastly complicated process, as the agency has discovered during recent years in its efforts, for example, to upgrade and automate the air traffic control system. Because of this, the agency has developed an improved management process. It's called SAM, System Acquisition Management, and its purpose is to focus the applicable resources of the entire agency on specific high-level, major acquisitions. SAM will help the agency insure that new equipment is both useful and useable and that people operating and maintaining it are prepared to do so. In addition, SAM will help the agency explain to the Congress and the public why new systems are necessary. SAM is coordinated by the System Requirements Group, which is chaired by Deputy Associate Administrator for Administration Murray E. Smith, and includes a high-level representative of each Associate Administrator and Flight Standards Service. (see page 2)

SAM (from page 1)

Besides Smith, other members of the group are James L. Bispo, Deputy Director, AAF; Norman Edwards, Technical Assistant, ARD; James Vines, Chief, Aircraft Programs Division, AFS; and Dale McDaniel, Deputy Director, ASP. The group, which reports directly to the agency's Executive Committee (EXCOM), will oversee the acquisition process of major buys from the identification of a need to the ultimate installation of the equipment at priority locations in the field. Essentially they will oversee and monitor the completion of these four steps:

- The identification of a need--for instance, the verified need for improved nav aids.
 - Development of new equipment to satisfy this need or the modification of other equipment to do the job.
 - Transition phase--determine how much of the new product is needed, where it should go and when. Set up training schedules for operators, maintenance technicians for the new equipment, and generally foresee problems the new equipment and procedures may cause.
 - Implementation--assure that all offices and services provide coordinated support to Airways Facilities during the implementation phase.
- Currently the requirements group is soliciting information from the field and headquarters concerning "needs" and identifying candidate programs. The five programs that already fall under the auspices of SAM are: Microwave Landing System (MLS); Discrete Address Beacon System (DABS); 2nd generation VORs; Flight Service Station automation; and Airport Surveillance Radar (ASR) modernization. For more info see Order 1810.1 dtd. 3/21/77, "System Acquisition Management."

GADO OKs WATER PICK

The General Aviation District Office in Salt Lake City has certificated a giant water pick. Well, that's almost true. Actually the GADO recently certificated a special service helicopter which is carrying an oversized water pick. The water pick is used to wash off salt that has encrusted on power line insulators in the vicinity of the Great Salt Lake and the Salt Flats. The salt collects moisture which causes short circuits in the electrical power line. Until recently the insulators were washed by hand, a slow, expensive and sometimes dangerous process. But now the helicopter hovers above the line, and the water pick is aimed at the insulator and the job is done in no time at all with no interruption in electrical power.

'BUT I HAD ONLY ONE BEER'

Acting on a recommendation from the National Transportation Safety Board, FAA is developing a proposed regulation which would require pilots to consent automatically to a sobriety test in the same way as motorists give "implied consent" for such tests when they get their drivers licenses. In a letter to NTSB Chairman Webster Todd, Jr., Deputy Administrator Taylor said the Board's recommendations "have merit" and noted that the "authority to obtain and use alcohol tests could be helpful in the enforcement of present rules relating to the use of alcohol and could also be a deterrent." FAA also pledged action on the Board's recommendation that the agency specify the alcohol levels at which a pilot may be considered to be under the influence.

MORE LINE CHECKS PROPOSED

A new regulation that would increase the number of in-flight checks on the performance of airline pilots has been proposed by the agency. However, the same proposal would allow the checks to be made by electronic devices that monitor and record the pilot's actions from takeoff to landing. The device, which collects and records data on all phases of flight, is called an Advanced Flight Monitoring System (AFMS). The proposed rule would double the number of line checks required for pilots-in-command and establish for the first time a minimum number of line checks for co-pilots. A line check is an audit of pilot performance during a scheduled flight over a typical part of the routes served by the airline and is normally made by an airline check pilot or an FAA inspector. Pilots-in-command would be required to have a line check every six months. They are now required to have one only every 12 months. Co-pilots, who currently are not required to undergo line checks, would have to take one every 12 months.

FAA/PATCO NEGOTIATIONS REST

Contract negotiations between FAA and the Professional Air Traffic Controller Organization were recessed last week after three weeks of intensive meetings. Progress toward a new agreement has been slow, with numerous issues still unresolved. The agency and the union have both agreed to resume negotiations in early September.

**ICAO SEEKING APPLICANTS**

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL 2 years - PC-14/77 Chief, Ground Branch, P-0, Gross: \$43,890 and Net (free of tax): \$26,931 without dependents and \$29,245 with dependents. PC-16/77 Language Officer (Interpreter/Translator), P-3 Gross: \$29,910 and Net (free of tax): \$16,978 without dependents and \$18,193 with dependents. PC-17/77 Language Officer (Reviser). PC-19/77 Language Officer (Reviser) LANGUAGE REQUIREMENTS: PC-16/77 Spanish native tongue, or the language used for the purpose of education. Ability to interpret into Spanish from English essential, and from French or Russian desirable. Ability to write Spanish translations, with a thorough knowledge of syntax and stylistics essential. A sound working knowledge of French or Russian would be an additional valuable qualification. PC-19/77 French native tongue, or the language used for the purpose of education. Demonstrated ability to revise and write French translations, with a thorough knowledge of syntax and stylistics essential. A sound working knowledge of Russian or Spanish would be an additional valuable qualification. CAIRO 2 years - PC-15/77 Air Transport Officer, P-4. LIMA 2 years - PC-21/77 Technical Officer, COM, P-4. Salaries for PC-15/17/19 & 21/77 set at P-4 Level. Gross: \$29,940 and Net (free of tax): \$20,209 without dependents and \$21,756 with dependents. Applications due in AIA-19 by 8/22/77 for PC-14/15/16 & 17/77; 8/29/77 for PC-19 & 21/77. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

MORE PLANES ON DISPLAY

If you are a real aviation enthusiast and you want to have a close look at the famous World War I "Jenny," the WW-II Thunderbolt, a Curtiss Pusher or if you want to examine the body of a B-17, Silver Hill Museum is the place to go. It's the working facility of the National Air and Space Museum, and it's also a "no frills" museum open to the public. Planes, missiles, rockets, motors and related items are on display in two warehouse buildings. Visitors will also be able to walk through the shop area for a behind-the-scenes look at aircraft restoration. (Right now they're revamping the world's first operational jet fighter, the ME-262, used by the Germans in latter stages of World War II.) Essentially the Silver Hill Museum enables enthusiasts to view much more of the Smithsonian's collection than space permits at the Museum on the Mall. In all, there are over one hundred aircraft, spacecraft and related artifacts. Tours are conducted by trained volunteer guides and are offered at 10 a.m. and 2 p.m. Tuesday through Saturday. Reservations must be made at least two weeks ahead of time. Call 381-4056 between 9 a.m. and noon weekdays. . . . Also, volunteer tour guides for the Silver Hill facility are needed. It's a great education. For more information, call 381-4166.

BLOOD MOBILE COMING

The American Red Cross Bloodmobile will be in FOB 10-A on Friday, July 15 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.

WOMEN ELECTED DIRECTORS

Two HQ women were installed as directors of the Southwest D.C. Chapter of Federally Employed Women, Inc. at the annual meeting in June. Louisa Stimpert, Federal Woman's Program Coordinator, Office of Civil Rights, will serve as Vice-President for Programs, and Elsie Conway, Air Traffic Service, will be Chairperson of the Legislation Committee. Southwest Chapter meets monthly at noon in the GSA Building cafeteria meeting room on third Wednesdays at noon. The next meeting will be July 20, and will highlight the purpose and work of the Federal Women's Inter-agency Board (national-level Coordinators of Federal Women's Programs). Men as well as women who are concerned about the employment of women are eligible to join FEW.

SAFETY COURSES OFFERED

Three courses in the University of California's Master of Science in Safety degree program will be offered for the first time in the late summer term (August 1-September 15). They are Principles of System Safety Management (Monday and Wednesday), System Safety Engineering (Monday and Wednesday), and Investigation of Accidents (Tuesday and Thursday). Classes are held in the Forrestal Building, 1000 Independence Ave., S.W., from 5:30 to 8:30 p.m. The courses, designed to assist military and civilian Federal personnel increase their career potential, 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. Thirty credit hours (ten courses) and a comprehensive examination are required for completion of the degree program. For more info call 521-5025.

77-29 July 18, 1977

PILOT ASKS, 'WHERE AM I?'

The estimated fuel exhaustion time was 0018 Zulu (Greenwich Mean Time), and at exactly 0018 the wheels of the single engine plane touched the runway at the Fort Yukon Airport. For more than an hour and a half prior to that, the plane had been lost. And during that time, specialists at the Fairbanks, Alas., FSS had been searching the cloudy skies. Occasionally, specialists Robert A. Gilley, James E. Phillips and Duane G. Ambuehl had been able to talk to the disoriented pilot, but his radio, like his compass, wasn't working properly. Sometimes other pilots flying in the vicinity of the Porcupine River relayed radio messages, but the specialists still could not pinpoint the elusive plane. They tried to get a radar fix from the Anchorage ARTCC, but the plane was too low and too far away. (See page 2)

FAA LIGHTS SHINE IN BLACKOUT

When the lights went out in New York last week, they continued to shine in the area's FAA facilities. Even more important, FAA gave uninterrupted air traffic control service during the blackout. In fact, agency backup systems designed to operate during such an emergency, worked just as intended. (See page 2)

FIRST MAJOR FSS HUB IS SHAPING UP IN WASHINGTON

Charlottesville is coming to Washington. At least the Charlottesville, Va., Flight Service Station is to be consolidated with the Washington FSS July 25-27. Since the Richmond FSS moved to Washington last April, this makes the Washington/Leesburg facility the first prototype "hub," which is presumably the shape of things to come for FSSs. The Washington FSS is co-located with the Washington ARTCC. Although there were positions at Leesburg for all eight specialists from Charlottesville, only two will make the move to the nation's capital. The other six have been reassigned to other FSSs, according to their preference. The next giant step forward for the nation's first FSS hub will be the commissioning of the new Aviation Weather and Notice to Airmen System (AWANS). This system, already operational at the Atlanta FSS, is scheduled to go on line this winter, and specialists already are being trained on the new equipment. Until it is ready to go, specialists are using a system which also gives them aeronautical and weather information via modernized cathode ray tube displays.

h-hdt

WHERE? (from page 1)

They also contacted Star Gazer Radar in Fort Yukon, and finally a promising target was picked up. The specialists then sent one of the planes that had been relaying messages to lead the lost pilot to the airport, and so the plane landed just as its fuel was exhausted During the month of June, 281 flight assists were reported--119 by flight service stations, 119 by towers and 43 by enroute centers. There were a total of 468 people reported on board the aircraft involved. The primary causes for the assists included, 182 lost pilots, 35 low on fuel, 56 involved with adverse weather and 54 with equipment malfunction. In all, there were seven night assists.

PUBLICATIONS PUZZLE SOLVED

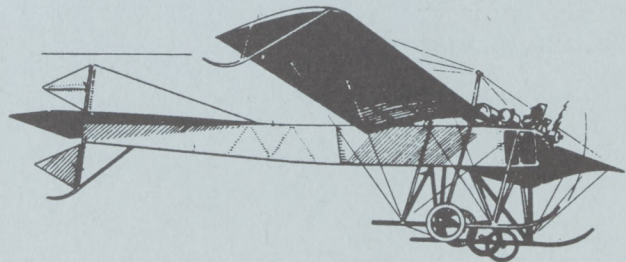
Did you know that FAA has over 5000 publications available to the public? Probably not but what's worse is that the public generally doesn't know it either. But help is on the way in the form of a publications guide prepared by Sam Milner of the Office of Public Affairs in Washington headquarters. For the first time since FAA was established, the agency will have a comprehensive guide which tells what kinds of free and for-sale items currently are available and how to get them. The guide also shows how to obtain aviation-related documents published by other Federal agencies, such as the Civil Aeronautics Board, the National Transportation Safety Board and the National Weather Service. The guide will come off the presses this week, and the field facilities will be provided copies by the regional Public Affairs Offices. Additional copies can be obtained from the DOT warehouse through your regional or field distribution officer.

BLACKOUT (from page 1)

At JFK Airport the backup equipment cut over automatically when the communication power failed, maintaining continuity on all frequencies, BRITE radar, ILS and approach lights for runway 4R and 13L and the ARSR radar. Runway lights for 4R and 13L were also operating. However, due to the "dark areas" around the airport and the probability of not being able to provide emergency services, the New York Port Authority closed JFK at 10:05 p.m. When the commercial power failed at LaGuardia Airport the FAA engine generators came up immediately providing continuous operation of runway lights, approach lights and sequence flashers for runway 22 in addition to all taxiway lights. But these were soon restored. All ATC equipment in the New York Common IFR Room operated normally on locally generated standby power. Kennedy and LaGuardia Airports remained closed throughout the night, but opened before 6 a.m. the next morning.

FIRST SWEEPSTAKES WON

Winner of the first \$50,000 plane in the General Aviation Manufacturers Association (GAMA) Takeoff Sweepstakes was John P. Beckwith, a real estate broker from Ontario, Canada. There will be five more drawings over the next three years, spaced six months apart. Newly-licensed pilots can get entry forms from their flight schools or directly from GAMA.

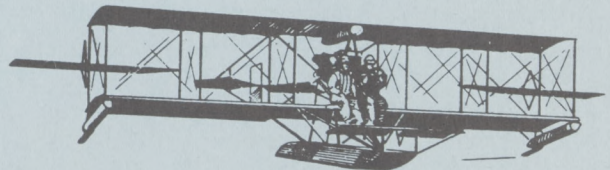


**FAA OFFICIAL AMONG 70
EVACUATED FROM AIRCRAFT**

Although he didn't plan it that way, Gene Weithoner, Associate Administrator for Administration, got a first-hand look at Braniff's evacuation procedures last week. And he was happy and relieved to report that they did very well. Shortly after leaving Nashville, enroute to Memphis, the pilot of the Braniff 727 that Weithoner was on reported that the right main gear was stuck half way down. After keeping the aircraft aloft longer than usual to burn off excess fuel, the pilot touched down at Memphis on his left main gear. When he got to the foamed area of the runway, he was able to lower the right side of the aircraft. The plane slid to a stop midway down the 6,500 ft. runway, where an emergency evacuation of Weithoner and 69 other passengers was made in the excellent time of one minute. There were no injuries. Weithoner reported that the briefing on the evacuation procedures was excellent, and the evacuation itself went without a hitch. Weithoner was on a flight from Washington to Dallas with intermediate stops in Nashville and Memphis. He is currently on a special 90-day assignment as the manager of the Staffing Process Task Force of the Civil Service Commission's Personnel Management Project. The project, which is part of President Carter's reorganization effort, has the specific objectives of examining present Federal personnel policies, processes, and organization to determine what improvements are required, and recommending appropriate legislation, regulations, processes and organizational solutions.

MAKING IT PERFECTLY CLEAR

Alice of "Alice in Wonderland" had little patience with the subtleties of language. Admonished by the March Hare to say what she means, she replied in typical breathless Alice fashion, "I do--at least I mean what I say--that's the same thing, you know." But the people who write the Federal Aviation Regulations have no such license. They know that word differences can prove fatal in areas such as pilot-controller communications, for example. So FAA has issued a proposed rule designed to clarify some ambiguities in the language used to direct pilots of taxiing aircraft at controlled airports. The present rule (91.78h) states that a clearance to "taxi to" the runway is a clearance to cross all intersecting runways encountered on the way but is not a clearance to "taxi on" the assigned runway even if you have to intersect it at some point on the way to the takeoff position. To do that requires specific ATC clearance. Well, we all know what that means, but the proposed rule has offered some subtle word changes to make it just as clear to everyone else. You can get a copy by writing APA-420, and you have until September 28 to comment.



PERSONNEL ORDER CHANGED

The order covering Supervisors' Personnel Records Under the Privacy Act of 1974, Notice 3290.10, has been cancelled and incorporated without major change in Order 1350.22, Protecting Privacy of Information About Individuals. Supervisors should note the new location of guidance on this subject. (Order 1350.22 is being printed and will be distributed to the division level in Washington, regions and centers, two copies to each field office and facility and to the manager level in area offices.)

DISPLAY EXPLAINS NOISE POLICY

For FAAers interested in noise abatement, there's a new display on the ninth floor of FOB-10A. The colorful display, developed by the Office of Environmental Quality, explains the agency's recently published Aviation Noise Abatement Policy. It is located in the southwest corner of the building adjacent to AEQ-1 office in room 939.

AWARDS AND REWARDS

The Logistics Service has presented a Quality Within-Grade Increase to William W. Williams and a Special Achievement Award to Melvin J. Bergman. The Office of Accounting and Audit presented Quality Increase Awards to Sheila T. Ceasar, William D. Chandler, and Elise D. McIntosh, and a Special Achievement Award (based on Outstanding Performance) to George A. Rudigier. The Office of Management Systems presented Special Achievement Awards to Chester "Mac" McDonald, Diane Ables and Mary Powers. Joe Stevens received a Quality Within-Grade increase.

PLANTS AND FLOWERS SHOWN

The U.S. Botanic Garden's free Summer Terrace Display, a short stroll from FOB-10A to Maryland Avenue and 1st Street, SW, is underway and will continue through early September. Hundreds of flowering and foliage plants in large hanging baskets are featured including fuchsias, ivies, geraniums, coleus, and begonias. The wide variety of plants used in baskets has made this the Botanic Garden's most popular and widely acclaimed plant and flower show. Besides the hanging plants there are large gardenias, bird of paradise plants, and beautiful Phoenix palms planted in containers along the patio. Vegetables and flowers which have received awards from the All America Selections Committee are also displayed. A trip to the Botanic Garden during the summer should include a walk through the Garden's Park, located directly behind the Conservatory. The Park features a wide variety of summer blooming plants including marigolds, ageratum, petunias, and begonias. Hundreds of annuals have been planted in the shape of a butterfly. The Garden will be open from 9:00 a.m. to 9:00 p.m. during July and August and from 9:00 to 5:00 during the remainder of the year.

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77-30 July 25, 1977

WHAT'S NEWS

A new air service pact between the U.S. and U.K., replacing the 31-year old Bermuda Agreement, was set for signing July 23 in Bermuda by Secretary Adams and Ambassador Alan Boyd... An FAA study has concluded that it's practical and feasible to sound-proof public buildings near airports (page 3)... A five-day FAA conference is set for November to discuss the problems of burning aircraft cabin materials (page 3)... Seven FAA advisory committees have breathed their last (page 2)... White House personnel chief James King has been tapped as the new NTSB Chairman when Webster Todd leaves in September.

OST STREAMLINES OPERATION

Secretary Adams last week announced a major reorganization of OST involving the reassignment of 700 of its 1,800 employees. Of major significance is the abolishment of two assistant secretary positions--one for environment, safety and consumer affairs and the other for systems development and technology. These functions will be reassigned with some going to a new Research and Special Programs Directorate which will have the status of an operating administration. The Secretary said the OST reorganization will take several months to implement fully and he has directed "that each step be planned to minimize inconvenience and disruption to individual employees and to on-going programs."

SELECTIONS FOR LONG-TERM TRAINING ANNOUNCED

It's back to school this fall for 15 FAA employees who have been selected for long-term training during the 1977-78 academic year. Bruce Selfon (AGC) has been selected for the Stanford Sloan Program; William C. Reddick (AEM), for the Industrial College of the Armed Forces (ICAF) at Ft. McNair, Washington, D.C.; and Barry Clements (AGL), for the Air War College at Maxwell AFB, Alabama. Those attending the Air Transportation Systems Specialist (ATSS) Program at the University of California, Berkeley: Carl Ball (ARD), Walter Ernst, Jr., (ACE), Betty Permitter (AAC), Bruce Putnam (AAF), John Tigue (ARD), Jimmy Watkins (ARD), and Leland Wilson (AAF). Participants in the Education for Public Management (EPM) Program and the graduate schools they will be attending are Garry Adams (AAL), University of Indiana; Andrew Billick (AAL), University of Southern California; Thomas Doyle (AAT), Harvard University; Martha O'Connor (AFS), Cornell University; and William H. Williams, Jr. (ARM), University of Virginia. All FAA employees, GS-11 and above and meeting specific program requirements, are eligible for long-term training programs which consist of an academic year of graduate studies. (See page 2)

TRAINING

(From page 1)

The participants receive full salary and special per diem rates. Upon completion of the program, they are reassigned to career-development positions in FAA, usually those which provide opportunities for functional and geographic diversity. The selection process for the next group of participants (1978-79)--which includes Regional/Headquarters review, interview with the Long-Term Training Committee, and approval by the Administrator--begins with the distribution of the Long-Term Training Announcement Notice in early August. Employees seeking further information should contact the Training Branch in their jurisdiction.

KATHERINE STINSON ALIVE & WELL

Like Mark Twain, former FAA aeronautical engineer Katherine Stinson believes that reports of her death have been "greatly exaggerated." The confusion was generated by a photo that accompanied a Washington Post obituary for aviation pioneer Katherine Stinson Otero, one of the first women to receive a pilot's license and a founder of the Stinson Aircraft Co. Someone at the Post apparently reached in the wrong file folder and came up with a picture of FAA's Katherine Stinson rather than the recently deceased Katherine Stinson Otero. It was not the first time the two women have been confused and probably not the last. But the Washington Post did endeavor to set the record straight with a follow-up story entitled: "An Apology and a Salute to 2 Pilots Named Stinson." FAA's Katherine Stinson retired from the agency in 1973 after 32 years of distinguished service. She now lives--yes, she lives--in Glendale, Calif.

ADVISORY COMMITTEES SCRUBBED

Seven of eleven FAA advisory committees have been eliminated as the result of a regular annual review conducted with extra vigor this year because of President Carter's recent order for a strict "zero-based" evaluation of such committees. The seven committees eliminated are: Citizens Advisory Committee on Aviation, Microwave Landing System Advisory Committee, U.S. Advisory Committee on Obstacle Clearance Requirements, U.S. Advisory Committee on Visual Aids to Approach and Landings, U.S. Advisory Committee on Terminal Instrument Procedures, Flight Information Advisory Committee, and the Southern Region Air Traffic Control Committee. The FAA Orders establishing the terminated committees will be cancelled. The Air Traffic Procedures Advisory Committee survived the cut, and the agency will continue to sponsor the Radio Technical Commission for Aeronautics (RTCA). The Office of Management and Budget, however, has not yet decided the fate of the High Altitude Pollution Program Technical Advisory Committee. OMB also is entertaining a DOT proposal that the agency's Technical Advisory Committee be merged with the Coast Guard Research Advisory Committee to form a DOT Research Advisory Committee. A DOT task force will be established in August to review that proposal and present its findings to OMB.

OUTSTANDING FLIGHT SAVE

The twin-engine Cessna had just passed the outer marker on an approach to the Nashville airport when radar controller Don Smithson noticed it lost altitude sharply. Second later, the pilot reported to William Duke in local control that he was in trouble. And then, about four miles from the runway, radio contact was lost altogether and the aircraft disappeared from the radar scope. After calling for emergency rescue equipment, Robert Sory, the controller in charge, spotted an Army helicopter parked on a nearby ramp. All it took was a call and the three-man helicopter crew of CW2 Stephen M. Robison, WO1 Thomas S. Potts and Sgt. Gerald M. Heitzman was on its way to the point where radar contact with the plane was lost. When they reached the downed aircraft, its two engines were on fire. Potts and Robison entered the smoke-filled aircraft and dragged the pilot, the sole occupant, to safety. Moments later, the entire aircraft burst into flames. After administering first-aid, the crew flew the injured pilot to the hospital. A remarkable save for the helicopter crew and the controllers who called for their help

During the first six months of 1977 there were 1428 flight assists: 680 by flight service stations, 488 by terminals and 260 by centers. There was a total of 2696 people reported on board the aircraft involved.

MEETING RESCHEDULED

The agency has rescheduled its public hearing on general flight rules for September 13 through 16. Originally scheduled for August 1 through 4, the hearing was rescheduled at the request of several aviation organizations which wanted additional time to query their members on subjects to be covered at the hearing.

WHERE THERE'S SMOKE

FAA will hold a public hearing November 14-18 in Washington headquarters to discuss development of an integrated flammability-smoke-toxicity standard for aircraft compartment materials. The agency believes that establishment of such a standard would lead to increased passenger safety in survivable accidents involving fire. Also discussed at the five-day conference will be the question of whether materials now used in cabin interiors could meet the new integrated standard or whether they could be developed. In recent years, FAA has initiated separate rule-making actions to establish standards for flammability, smoke emissions and toxic gas emissions but public comments on these proposals have convinced the agency that the three problems are interrelated and should not be handled individually.

QUIET PLEASE

The soundproofing of schools and hospitals in airport communities to reduce interior noise levels is both feasible and practical, an FAA study has concluded. A total of 60 schools and hospitals located near six major U.S. airports were surveyed and the results indicated that interior noise levels could be cut 10 to 20 decibels through installation of sealed double-glazed windows, use of weatherstripping and insulation and replacement of existing windows with wall materials. Extrapolating the results, the study concluded that 1,100 schools and 90 hospitals now located in heavily noise impacted areas nationwide could be modified to reduce noise levels at a cost of \$204 million with significant benefits to students and patients. Contact the Office of Environmental Quality for copies of the report.

FAA COUPLE'S HOME DESTROYED

It's a vacation Martin D. "Doc" Miller, ABU-600, and his wife Linda, AED-1, won't ever forget. While they were spending a relaxing week at the beach with their two daughters in Nags Head, N.C., their home in Vienna, Va. was destroyed by fire. The cause has not yet been determined, but fire authorities are looking into the possibility of a defective electric can opener. The Millers lost everything in the blaze except a file cabinet with some valuables. Regardless of the cause of this fire, unplugging all unnecessary electrical appliances before going on a trip is a good, safe idea. Remember, the house you save will be your own.

ICAO SEEKING APPLICANTS

The following assignment is now available with the International Civil Aviation Organization (ICAO). MONTREAL 2 years - PC-22/77 Language Officer (Interpreter/Translator), P-4, Gross: \$29,940 per annum and Net (free of tax): \$20,209 per annum without dependents and \$21,756 with dependents per annum. LANGUAGE REQUIREMENTS: English native tongue or the language used for the purpose of education. A profound knowledge of two of the other three languages of the Organization is essential and a working knowledge of the fourth language would be a valuable additional qualification. A knowledge of other languages would be an asset. Applications due in AIA-19 by August 31, 1977. MONTREAL 2 years - PC-23/77 Technical Officer, Met, P-4, Gross: \$29,940 per annum and Net (free of tax): \$20,209 without family and \$21,756 with family per annum. Applications due in AIA-19 by 9/09/77. Additional information about duties, salary, qualifications and benefits is available at your personnel office. Federal employees accepting ICAO assignments are entitled to restoration rights.

MIDDAY MATINEE

The latest official film sponsored by the Soaring Society of America, "The Joy of Soaring," will be shown in the FAA Auditorium on the third floor Wednesday, July 27, and Friday, July 29, at 11:30, 12:00, 12:30 and 1:00 each day. This film depicts soaring activity from a pilot's initial dual instruction to ridge and thermal soaring in high-performance sail planes. The film features beautiful pictures of ridge and mountain sail plane activity in the far west.

FAAer HELPS METRO OPEN

"This is a proud day for Federal employees working near this subway stop. For me this day marks 12 years of faith and hope for the future." With those words, John S. Nigro, ARD-54B, Technical Publications Editor, assisted in the dedication of the METRO at the L'Enfant Plaza station July 1. Nigro, who originally proposed extension of METRO to the Southwest area and worked diligently to obtain it in 1965, was joined in the grand opening at the north side of the Nassif Building by METRO General Manager Theodore Lutz, UMTA Deputy Administrator Charles F. Bingman, FHWA Executive Director Les P. Lamm, and FHWA Public Information Officer William E. Johnson.

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HEADQUARTERS intercom

2APA-4

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

77-31 August 1, 1977

AMBULANCE STANDARDS ASKED

Regulatory standards for air ambulances have been proposed by the agency to insure that the medical needs of patients are met without compromising flight safety. The standards for on-board medical facilities would apply to all air taxis and commercial operators of small aircraft when carrying persons who are ill, injured or otherwise require medical attention. At present, there are no standards governing on-board medical equipment or personnel for such flights. Under FAA's advance notice of proposed rule making, each air-ambulance flight would be required to carry certain basic equipment such as face masks, blankets and pillows, as well as specialized equipment tailored to an individual patient's needs such as a litter, resuscitator, blood pressure manometer, medical oxygen units and a portable suction unit. In addition, a medical attendant would have to be on board for each intensive-care patient. The proposal also calls for creation of a special "Rescue Air Ambulance Operators" classification.

FAA GETS \$2.139 BILLION FOR FISCAL YEAR 1978

By a voice vote both houses of Congress have passed the Department of Transportation appropriation bill for fiscal year 1978. The bill is now awaiting the President's signature which is expected this week. The bill includes \$2,139,536,000 for FAA's FY '78 expenses. In addition to this \$325 million has been set aside to liquidate ADAP contract obligations. Last year FAA's Budget was \$2,054,150,000.

CONFERENCE & FAIR AT NAFEC

A conference to discuss FAA programs for improving the safety of light-plane operations will be held at NAFEC August 17 through 21 in conjunction with TransFair 77, which is being billed as a gala transportation and trade show. Addressing the opening session of the General Aviation Research and Development Conference will be Administrator Bond. He will be followed by other FAA officials and representatives from general aviation groups who will discuss current and planned agency programs. TransFair is being sponsored by the New Jersey Department of Labor and Industry and area businessmen and will include displays of marine and land transportation systems as well as aviation exhibits. (See page 3)

TAXI RULE CLARIFIED

We've had some questions about the proposed revision of a Federal Aviation Regulation (FAR 91.87h.) So we'll spell out the problem. The present rule states that a clearance to "taxi to" the runway is a clearance to cross all intersecting runways encountered on the way but is not a clearance to "taxi on" the assigned runway. In order to eliminate any possible misinterpretation, a new rule has been proposed. The new rule removes this ambiguity. It reads in part: "A clearance to "taxi to" the takeoff runway assigned to the aircraft is not a clearance to cross on that runway at any point...."

FEATURED IN WOMANS PUBLICATION

The May/June issue of *Women In Action*, a newsletter published for Federal employees by the Civil Service Commission, features a full-page article telling Federally-employed women how to become electronics technicians in FAA. The article notes that the number of women in technical occupations in the Airway Facilities Service has risen from 0.3 percent of the total ET workforce in 1975 to 0.9 percent at the present time. Copies of the article can be obtained from the Federal Women's Program Coordinator in regions and headquarters. (The uncaptioned picture with the article is of Barbara J. Anderson, a journeyman ET in the Anchorage Sector.)

FAA AT FLY-IN

Once more, the annual Experimental Aircraft Association (EAA) Fly-in is in full swing at Oshkosh, Wis. And once more, the agency will import controllers and inspectors from other facilities to take care of the influx of planes. Operations

during the week-long fly-in (July 30 to August 6) are expected to top 60,000, which will make the Oshkosh tower the world's busiest for the week. Highlights of the Convention and Sport Aviation Exhibit will include a presentation of the FAA Distinguished Service Award by Administrator Bond. He will present the award to Donald P. Taylor, who last year flew a home-built aircraft around the world.

IMPROVED RULES PROPOSED

The agency has proposed 22 changes in the regulations governing air carrier operations to update training, proficiency and other requirements for flight crews, flight attendants and ground personnel. The FAA proposal would strengthen airline-emergency training programs by requiring each crewmember to actually operate emergency exits, fire extinguishers, oxygen bottles and other emergency equipment during initial and recurrent training. Flight crews would also be instructed in opening exit doors under emergency conditions and in procedures for use of damaged equipment. Requirements for passenger briefings also would be upgraded. Other proposed changes deal with the use of operationally-oriented training programs and simulators to meet pilot training and proficiency requirements and other training requirements. The proposal is an outgrowth of FAA's December 1975 Operations Review Conference.

August 1, 1977

- 3 -

NAFEC (From page 1)

An airshow will feature the Navy's Blue Angels, the Canadian Snowbirds, the U.S. Army Golden Knights parachutists, aerobatics and flybys. For visitors flying to the FAA-owned Atlantic City

Airport during the fair, a temporary flight service station is being set up in the Atlantic City passenger terminal building adjacent to the general aviation parking area.

HEADQUARTERS NEWS

YOUR MERIT PROMOTION BID

In last month's Headquarters Personnel Notes, we discussed the process used to review Merit Promotion Program (MPP) applications or "bids." After a bid is checked by the Employment Branch for basic qualifications, the next step is to determine which promotional candidates are "highly qualified." If there are more than ten qualified bidders for a job, this process must be performed by a MPP panel. If there are ten or fewer candidates, the rating may be done by either a staffing specialist or a MPP panel. MPP panels consist of three members: (1) the subject matter specialist - a person, other than the selecting official, from the office in which the vacancy exists who is thoroughly knowledgeable of the background needed to do the job; (2) an employee from a disinterested office or service, and (3) a person designated by the Office of Civil Rights. The Civil Rights representative can be no lower than one grade below the position to be filled, whereas the other two members must be of equal or higher grade than the position being filled. It is the

responsibility of the Employment Branch to brief the panel members on the confidentiality of the panel process, the EEO concerns, objectivity, and how to use the ranking factors to rate the applications. For example, when rating an applicant's past incentive awards, the panel member will credit, unless otherwise specified, only job-related awards such as: quality within grades, special achievements, beneficial suggestions, or honorary awards which are granted by the Administrator or the Secretary of Transportation. With this type of guidance, the panel members review and evaluate the applications and each member numerically rates each application and presents the list of ratings to the Employment Branch. The numerical ratings for each applicant will then be averaged by a staffing specialist or assistant to determine an overall score for each candidate. Once the "highly qualified" list of candidates is established, the names and applications of the three to five top (i.e., "best qualified") candi-

dates are then alphabetically listed and forwarded to the selecting official. In our next article we will discuss the selecting official's MPP responsibilities.

SUBMISSION OF SUGGESTIONS

Please note that FAA Order 3450.7C, Incentive Awards Program, requires that all suggestions be routed via the suggestor's Incentive Awards Coordinator. Suggestions should not be sent directly to the official with authority to adopt a particular suggestion, if that individual is outside the suggestor's office or service. Only when the suggestor's immediate supervisor has the authority to implement the suggestion should the Incentive Awards coordinator not be notified first. In this case, the supervisor should evaluate the suggestion and forward it with the evaluation to the Incentive Awards coordinator.

IF INJURED AT WORK

For several reasons, it is important that any job-related injury, no matter how minor, be reported immediately to your supervisor. Injury also means "any illness or disease that is caused or aggravated by 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. In addition, the Department of Labor now requires that any injury or illness occurring while an employee is in an official duty status which qualifies for compensation must be recorded on Form DOT 3902-1, Accident Report, and Form DOT 3902.2, Injury Report Supplement. These forms are to be completed by the supervisor of the employee sustaining the accident or illness and forwarded to APT-140. Contact the Labor Relations Branch, APT-140, (202) 426-8916, for further information.

OSHA SAFETY INSPECTIONS

The FAA is required by the Occupational Safety and Health Act and Executive Order 11807 to perform annual occupational safety and health inspections at all offices and facilities. This requirement includes FAA work sites located at FOB-10A and the Transpoint buildings. Therefore, over the next few months the HQ inspectors will be inspecting all the offices at these locations. OSHA regulations require that no advance notice of these inspections be given, so don't be alarmed when the inspectors arrive in your office.



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

APA-4

77-32 August 8, 1977

PAY HIKE RECOMMENDED

An across the board raise of 7.05 percent for Federal General Schedule employees has been recommended to President Carter by the Office of Management and Budget and the Civil Service Commission. The salary hike, which is based on the Bureau of Labor Statistics' industry pay comparability figures, could go into effect in the first pay period beginning after October 1.

FAA IN NATIONAL GEOGRAPHIC

The August issue of the National Geographic carries a lavishly illustrated article of particular interest to FAA employees. The Air Safety Challenge concentrates on approach-and-landing accidents. The author, Michael E. Long, a one-time Marine Corps pilot, characterizes aviation's safety record as one that "equals or excels that of any other mode of transportation," but he goes on to say that the "number of fatal approach-and-landing accidents remains stubbornly constant . . ." The article goes into detail about the fatal (wind shear) crash of Eastern Flight 66 at New York's JFK Airport. Much of the article concentrates on low visibility flying, particularly during approaches. Concluding with a section on Toward a Safer Tomorrow, the author discusses Head-Up-Display equipment and Category III automatic landings.

NEW PROCEDURES CAUSE DROP IN AIRCRAFT DELAYS

In spite of an extremely severe winter and a six percent traffic increase, aircraft delays at terminal airports and en route centers have declined for 10 consecutive months when compared with the corresponding month for the previous year. While the overall delays were down 33 percent for this period, average monthly declines have ranged from a high of 56 percent in January to eight percent in July. Last month aircraft delays were down from 179 in July 1976 to 120. According to Tom McGonigal, Acting Chief of NASCOM, this significant and continuing drop in the number of delays is principally the result of the improved approach control procedures at Chicago's O'Hare Airport, where aircraft are being landed simultaneously on three different runways. Other factors are improved central flow control procedures and practices in the Washington Systems Command Center as well as the efforts of controllers and maintenance personnel throughout the system. The monthly delay figures are based on reports from 23 major air carrier hub airports, the 20 domestic centers and any other airport experiencing significant delays.

FAA WORLD SALUTES A F TECHNICIANS

Airway Facilities engineers and technicians come out of obscurity and get some well-deserved recognition in the August FAA World. The cover story--"Nothing Stays the Technician"--details the problems A.F. people have just getting to many of the sites they service. "What It Takes to be the Best" gives away some of the trade secrets of the Wichita A.F. Sector, the national award winner for the past two years. "The Case of the Bouncing Bruin" tells of the encounter a field maintenance party had with a playful bear in Alaska. You'll also find an excerpt from a forthcoming volume in the FAA history series that recalls the fumbling of Federal accident investigators on the Knute Rockne crash. There are other features as well along with Direct Line, Federal Notebook, Heads Up and Small World (back after two months.)

NEW RADARS SHIPPED

The last of 63 airport surveillance radars--known as the ASR-8--produced by Texas Instruments Inc., under the current contract is on its way to a site in Fairbanks, Alaska. The basic equipment, which is housed in two trailer-like structures, and the antenna are being sent to Seattle on trucks. There they will be off-loaded onto barges for the voyage to Anchorage, where once again the unit will be put onto trucks for the journey to Fairbanks. The new Fairbanks ASR-8 is scheduled to be operational next spring. Designed for use at high and medium traffic airports, the dual-beam, solid-state equipment substantially reduces clutter on the controller's screen. It also improves the detection of light aircrafts, particular those at low altitudes. Most of the ASR-8s are replacing ASR-3s, 4s, 5s, and 7s. Two of the radars will temporarily be stored in Dallas awaiting site construction.

HOME MAILING NO MORE

Effective with the September issue, FAA WORLD will no longer be mailed to employees' homes. Direct facility, region and center distribution on a one-for-one basis will be made from Washington. Field offices and facilities have been requested to make immediate distribution so that there will be no delay in the receipt of the magazine. We encourage you to take the magazine home so your spouse and children may develop and maintain an interest in aviation and FAA where you spend a third of your day. As part of the economy move, most outside-the-agency distribution will also end; however, the mailings to FAA retirees are being continued through the regions. As before, new requests would be submitted to the regional distribution officer.

SMALLER NUMBERS OKed

Administrator Bond announced at the Experimental Aircraft Association (EAA) annual convention in Oshkosh, Wis., last week that the FAA has changed its rules to permit use of smaller registration markings on most small fixed-wing aircraft. Under the amended rules, identification "N" numbers as small as three inches can be used on planes that fly less than 180 knots. These markings must be displayed on both sides of the vertical tail or the fuselage. The tail markings may be either horizontal or vertical. There is no change in the requirements for registration markings on other fixed-wing aircraft. They still must have 12-inch markings on both sides of the vertical tail or fuselage. (See p4)

FY 1978 BUDGET

FAA's \$2,139 million, 1978 budget was signed by the President last week. Here is a breakdown of how the money is to be spent with a comparison to last year's allotments.

	1977	1978
Operations	\$1,737,800,000	\$1,802,700,000
Facilities, engineering and development	15,500,000	14,263,000
Facilities and Equipment	200,000,000	200,000,000
Research, Engineering and development	74,350,000	80,800,000
Grants-in-aid for airports		15,000,000
Operation and Maintenance Metropolitan Washington Airports	21,500,000	21,273,000
Construction MWA	5,000,000	5,500,000

DISTRIBUTION PROBLEMS

The Office of Management Systems regularly hears from employees concerned about waste, who complain that their offices get too many copies of agency directives, notices and the like, or that they receive issuances they don't need. AMS says a certain amount of this is inevitable because, with over 2000 addressee within the agency, it's virtually impossible to create a distribution pattern that would cover every possible combination of copy requirements for all addressees. The devise a system that could handle such requirements would be very expensive. However, AMS wants to know about any problems or suggestion you may have. Here's how you do that: First, check Order 1720.18, FAA System for Distribution and Stocking of Issuances, along with any local implementation or supplements. Then, discuss the matter with your local distribution representative. Be as specific as possible. Cite the particular publication and dates involved. Your distribution representative will then contact AMS-130 or the OPI depending on the type of problem. We need your help to make the system work better.

DOT DOINGS

The DOT has thrown its weight behind two proposals designed to improve the lot of air travellers. The Department is supporting a plan that would permit Florida-bound vacationers to ship their cars by rail from Virginia to the Sunshine State while they make the trip by plane. In a letter to the Interstate Commerce Commission, DOT said it favored a petition by Auto-Train Corp. to provide this service, calling it a "profitable, efficient and desirable type of intermodal service." The Department also is backing changes in the 1929 Warsaw Convention to improve the compensation system for persons involved in accidents aboard international air carriers. DOT told the Senate Foreign Relations Committee that the 1929 pact "is antiquated and needs to be updated in order to assure fair and equitable treatment of passengers and shippers." One of the changes under consideration would provide a maximum recovery of approximately \$315,000 plus unlimited medical expenses for passengers or their estates for losses resulting from air accidents anywhere in the world.

FALL EDUCATION PROGRAM ANNOUNCED

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 Fall through the Federal After-Hours Education Program. The College of General Studies, George Washington University, offers opportunity to earn the Associates in Arts, the Bachelor of Science and the Master of Science 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, International Affairs, Management, Mathematics, Oceanography, Political Science, Psychology, Public Administration, Sociology, Speech and Drama, and Statistics. Courses may lead to Master of Science degrees in a number of disciplines. Registration for the Fall semester will be held in Conference Rooms A, B and D -- just off the lobby -- Department of Commerce Building, 14th Street and Constitution Avenue, N.W., from 10 a.m. - 2:30 p.m. on Wednesday, August 31, and Thursday, September 1, 1977. Tuition is \$78.00 per semester hour and all courses are 3 semester hours. 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.

AIR MUSEUM CUTS FEES

The National Air and Space Museum has cut admission prices for its two major presentations -- "To Fly" and "Cosmic Awakening." Admission will be half price for each of these two shows--50 cents for adults and 25 cents for children, students and

senior citizens. Both are shown continuously during museum hours. Evening hours during the summer enable visitors to see these popular shows without waiting in line. The museum is open from 10 a.m. until 9 p.m. every day until Labor Day.

AWARDS AND REWARDS

The Systems Research and Development Service presented an Outstanding Performance Rating and Quality Within-Grade Increase to Mr. Raymond Colao, ARD-451. At the same award ceremony, Mr. James H. Muncy, ARD-451, was presented a 35 year service pin. Mr. Arthur Hilsenrod, also of ARD-451, received a 30 year service pin. The Airway Facilities Service presented Quality Within-Grade Increases to Debra L. Chesney, Janet B. Jones, Gerald J. Markey, and Lucile R. McBrayer.

NUMBERS (from page 2)

The change to the smaller numbers was requested initially in a petition from the EAA. In a related action, FAA decided not to adopt a proposed requirement that fixed-wing aircraft carry additional 18-inch identification markings on the lower surface of the left wing to identify aircraft violating minimum altitude restrictions or noise abatement procedures because identification could only be made under ideal conditions.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

APA-4

77-33 August 15, 1977

WEATHER DETECTION IMPROVED

As part of the continuing campaign to provide controllers and pilots with more reliable weather information, FAA and the National Weather Service (NWS) have agreed to remote three NWS radars to the Atlanta en route Center. These radars are capable of displaying six different intensities of weather from mild to severe or hazardous. Also the sweep of the radar antenna can be stopped to scan a thunderstorm from top to bottom. This means that not just the location but also the altitude or height of weather disturbances can be determined. In the Atlanta Center one specially designed console, capable of displaying any one of the three radars, will be manned by a FAA Weather Coordinator. The weatherman will inform sector controllers of the intensity of thunderstorms in their areas, and controllers will pass this information to pilots. This demonstration, which will continue until November 1, will help the ATC System Programs Division to determine operational requirements for weather detection and display in the 1980s. The three radars are located at Centerville, Al. (to go operational August 26); Athens, Ga. and Volens, Va.

TRAFFIC FLOW MAINTAINED AS CANADIAN ATCs STRIKE

The agency last week initiated pre-arranged contingency plans and procedures when Canadian air traffic controllers went out on strike. Affected by the walk-out of the Canadian ATC Association (CATCA) were all U.S. airline flights that normally overfly parts of Canada. Included were both transpacific and transatlantic flights, as well as flights to Canadian and Alaskan cities. Oceanic Control in the New York en route Center rerouted all north-east U.S./European traffic to more southerly routes which avoided Canadian domestic airspace. This necessarily reduced the capacity of the transatlantic ATC system and caused delays of up to six hours in some cases, but the flow of traffic was maintained. According to flow controller Leo Donovan in Oceanic Control, the scenario, devised well ahead of time, "worked out very well." He did add that for a few days controllers had a "tremendous workload." Airports on the U.S./Canadian border also were unusually busy. But at Niagara Falls, N.Y., for instance, controllers took the extra 35 to 40 daily air carrier flights in stride. In Washington Headquarters, a command post was set up in the Systems Command Center for the duration of the emergency to make (See page 2)

GUIDE NAMED

For those of you who may have missed it, the name of the publications guide announced in last week's INTERCOM is *GUIDE TO FEDERAL AVIATION ADMINISTRATION PUBLICATIONS*. Copies from TAD=443.1.

ALLOTMENTS ARE FOR FREE

As a condition for allowing allotments to be made to financial organizations, Treasury Department regulations require that those financial organizations must agree to absorb the standard service fee which Treasury charges. Employees having such allotments are to be credited with the total amount of their allotment and no service charge is to be passed on to them. If a financial organization is unwilling to absorb these service charges, then the employee should consider cancellation of any allotments sent to that financial organization and establishing a new allotment to another financial organization. Standard Form 1198, which is used to start or cancel an allotment, can be obtained from payroll offices. For further info call Peter J. Verdin, x68141.

ORDER CANCELLED

The following AAF order is cancelled and will be reflected in the next edition of the FAA Directives Checklist: 6040.14, Airway Facilities Service, Maintenance Automated Reporting System (MARS) News Bulletin (RIS: AF 6040=70)

STRIKE (From page 1)

sure the contingency plans and procedures were initiated and to follow-up and evaluate the appropriateness of these plans. It was staffed by a three-member team that included two representatives from the ATS Operations and Procedures Division and a Canadian liaison officer. The team also functioned as an ad hoc group, making decisions as unforeseen situations occurred and coordinating the decisions with the British in Preswick, Scotland, and the Canadians at the Gander (Canada) Oceanic Area Control which was not affected by the strike.

TALKING PLANES HOME

Specialist Robert T. Deer of the Williamsport, Pa., Flight Service Station was searching for an airport free from thunderstorms. He called Lock Haven, Bloomsberg and Selinsgrove but had no luck. The storms were general throughout his section of Pennsylvania, and he had a single engine plane holding at 5,700 feet northeast of his station. Fuel was running low in the circling plane, but suddenly the pilot got a reprieve. Deer noticed there was a hole in the otherwise solid overcast close to the airport. Using his direction finding equipment, Deer led the pilot to the patch of sky just above the hole. Forty-three minutes after the initial contact, the pilot landed safely just before another thunderstorm broke across the field. During the month of July, 356 flight assists were reported—161 by flight service stations, 140 by towers and 55 by centers. There were a total of 644 people reported on board the aircraft involved.



OUTSTANDING HANDICAPPED HONORED

Honored in ceremonies held last week at Headquarters was Coval Hale who was selected as the agency's outstanding handicapped employee for 1976. He is an engineering draftsman at the New England regional headquarters.

GOODBYE IPC/HELLO ATARS

FAA's Office of Systems Engineering Management has changed the name of Intermittent Positive Control (IPC) to Automatic Traffic Advisory and Resolution Service (ATARS) in an effort to clarify and specify the kinds of service to be provided to aircraft under this concept. ATARS (nee IPC) is a long-term goal of the agency's Aircraft Separation Assurance Program. It will utilize the data-link feature of the Discrete Address Beacon System to make both traffic advisory and conflict resolution service automatically available to all aircraft in controlled airspace.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO).
MONTREAL 2 years - PC-24/77 Systems Analyst, P-3, Gross: \$23,910 per annum and Net (free of tax); \$16,978 without dependents and \$18,193 with dependents per annum. Applications due in AIA-19 by 10/2/77. PC=25/77 Technical Officer, ALG, P=4, Gross: \$29,940 per annum and Net (free of tax); \$20,209 without dependents and \$21,756 with dependents per annum. Applications due in AIA-19 by 9/6/77. Additional information about salary, qualifications and benefits is available at your personal office. Federal employees accepting ICAO assignments are entitled to restoration rights.

LONG-TERM TRAINING ALERT

FAA employees interested in an in-depth training program should be on the look out for the announcement for 1978-79 Long-Term Training Programs. This announcement is being distributed throughout the agency this week. Applications for this program must be in about September 16--depending on the region. Those who are selected for this training will attend major graduate schools for an academic year and receive salary as well as per diem. Long-term training programs include:

- Air Transportation Systems Specialist (ATSS) Program
Transportation Studies, University of California, Berkeley, GS 11-14, 3 years FAA experience, college, degree, math through calculus, 6-7 participants.
- Education for Public Management (EPM) Program
Public Administration, Cornell, Harvard, Indiana, MIT, Princeton, USC, U. Va., and Univ. of Washington, GS 11-14, college degree, demonstration of high potential, 4-5 participants.
- Air War College
Management and national security, Maxwell AFB, Montgomery, Alabama, GS-15, 14 years civilian/military service.
- Industrial College of the Armed Forces (ICAF)
Management, Economic and Political Aspects of National Security, Ft. McNair, Washington, D.C., GS 15-16, college degree, 14 years civilian/military service, 1 participant.
- Educational Program for Federal Officials At Mid-Career (Princeton Midcareer)
Public and International Affairs, Princeton University, GS-16 or above in key managerial positions, college degree, 1 participant.

Interested employees should refer to the Announcement, Notice 3155.4, for application procedures

WOMEN'S FILM SCREENED

All DOT employees are invited to attend a midday matinee showing of *We the Women* on August 23, 24 and 25 at 11:30 a.m. and 12:15 p.m. in the Headquarters building auditorium. The film which is narrated by Mary Tyler Moore, is being shown at this time to celebrate Women's Equality Day, the 57th anniversary of the signing of the constitutional amendment that gave U.S. women the right to vote. *We the Women* will be introduced by the Federal Women's Coordinator, and the audience is invited to ask questions or make comments after each performance.

EDUCATION OPPORTUNITIES OFFERED

FAA Washington headquarters employees who occupy non-supervisory positions at the GS-11 through GS-13 levels and have at least one year's service in headquarters are eligible to apply for the Management Training Opportunity (MTO) Program. The MTO program provides selectees with an opportunity to increase their management knowledge and acquire new skills which will broaden their interests and enhance their career development. Selectees will receive training at the FAA Management Training School, the U.S. Civil Service Commission and at colleges and universities in the Washington, D.C. metropolitan area. The MTO Notice will be distributed throughout Washington headquarters in August. Applications should be submitted to the training and Career Development Branch, APT-130, by September 15. If you require further information, please call Cathy Bracy, ext. 63320.

MORE EDUCATION AVAILABLE

George Washington University will offer two Political Science courses this fall at Washington National Airport. The courses are:

- Political Science 118 (formerly PSC-125), The Legislative Process, offered in an accelerated session 9/6/77 through 10/20/77.
- Political Science 117 (formerly PSC-151), Public Administration and Public Policy, offered in an accelerated session 10/25/77 through 12/13/77.

Classes at National Airport meet on Tuesday and Thursday of each week from 4 p.m. to 6:30 p.m. Registration will take place in Room 264 of the Main Terminal building at National Airport on Tuesday, September 6, from 1 p.m. to 3 p.m. for PSC-118 and on Tuesday, October 25, from 1 p.m. to 3 p.m. for PSC-117. These courses are open to the public. Additional information about registration or course offerings may be obtained by calling Mr. Freeman at National Airport, (Tele: 557-2848) or Mr. Berthold at George Washington University, (Tele: 676-7014).



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ASO 77-33 August 18, 1977

APA-5



SOUTHERN intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION



***FAA SILVER MEDAL FOR
HEROIC DELTA CAPTAIN...***

See story on page 3 and photo page

ALLOTMENTS ARE FOR FREE...

As a condition for allowing allotments to be made to financial organizations, Treasury Department regulations require that those financial organizations must agree to absorb the standard service fee which Treasury charges. Employees having such allotments are to be credited with the total amount of their allotment and no service charge is to be passed on to them. If a financial organization is unwilling to absorb these service charges, then the employee should consider cancellation of any allotments sent to that financial organization and establishing a new allotment to another financial organization. Standard Form 1198, which is used to start or cancel an allotment, can be obtained from payroll offices. For further info call Peter J. Verdin, x68141.

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Public Administration, Cornell, Harvard, Indiana, MIT, Princeton, USC, U. of Va., and U. of Washington, GA 11-14, college degree, demonstration of high potential, 4-5 participants.
- Air War College
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COVER STORY...Our cover photo shows lovely Mrs. Sally McMahan as she pins FAA's silver medal on her husband, Delta Captain Jack McMahan. Last Friday, FAA Administrator Langhorne Bond flew to Atlanta to present personally the Distinguished Service Award and medal to Capt. McMahan and Certificates of Commendation to Delta 1st Officer Wilbur Radford and 2nd Officer William Heidt to recognize their courageous efforts which no doubt saved a jumbo TriStar L-1011 and its passengers from almost certain disaster last April 12, 1977. "The FAA is extremely proud to recognize the heroic efforts and piloting skills displayed by this Delta crew while maneuvering their malfunctioning jet aircraft more than 100 miles through 8,000 feet of solid overcast to a safe landing at Los Angeles International Airport," stated Bond. Just prior to or shortly after takeoff, a bearing failed in a pulley in the actuating mechanism of the left elevator, causing the flight control to jam in the "full up" position and the aircraft's nose to pitch up. The failure was completely undetected since there is no monitor for this portion of the flight controls. Thus the crew had to try to alleviate a problem in flight without fully knowing the cause. The only solution was to retard the power of the giant plane with an excessive "nose up" condition and decaying airspeed. This is contrary to normal pilot reactions to such a situation. The crew's intimate knowledge of the aircraft and their superior piloting abilities no doubt saved the airplane and the lives of the passengers. Director Phil Swatek emceed the program. Invited guests and industry officials attending the ceremony included Mrs. Sally McMahan and sons, Messrs. Phil and Kyle McMahan; Delta President Dave Garrett; Delta Vice-Presidents Hoyt Fincher, C. A. Smith, Don Hetterman and George Shedd; Atlanta Airport Commissioner Grady Ridgeway; and Captains Vic Hewes and Bob Schoor, representing ALPA. (See Photo Page 5 also).

NASHVILLE FSDO CHIEF HONORED BY ADMINISTRATOR..To recognize his long years of outstanding work and perseverance in the field of general aviation safety, Administrator Langhorne Bond recently authorized the agency's second highest employee award -- the FAA Certificate of Achievement -- for Harvey Gassaway, long-time Chief of the Nashville Flight Standards District Office. The handsome plaque was presented to Gassaway by Director Phil Swatek during a recent Director's staff meeting in the regional office. Particularly cited was Gassaway's many years of effort, dating back to 1947 in the field of general aviation maintenance and education. His untiring efforts ultimately evolved into what is today the largest and most highly respected seminar of its kind in the nation -- the Tennessee Mid-South General Aviation Maintenance Seminar, an annual event held each March in Nashville, Tenn. The cosponsor and long-time supporter of this seminar is the Tennessee Bureau of Aeronautics. During the interim years, the number of manufacturers participating has grown from 10 or 12 to some 87 major companies with 57 regular exhibitors. Almost 4,000 persons from the field of general aviation maintenance from states as far away as California, have attended the 11 seminars held thus far. Gassaway's citation reads, in part..."Your zeal, devotion to duty and dedication to accomplishing the agency's missions are worthy of commendation and have established a high standard for others to follow."

INTERCOM is published weekly for employees of the Southern Region by the Public Affairs Officer. Articles and photos of interest should be submitted to ASO-5.

Geraldine T. Cook, Editor
 Carol B. Lencki, Assoc. Editor
 Steve Felker, Illustrator

LETTERS WE LIKE TO RECEIVE...The editor of INTERCOM recently received a little note from one of our summer aids reading, in part..."Enclosed is a letter to the people in FAA who have helped me this summer...I don't know if you publish 'thank-yous' or if this is good enough..." The summer aid's letter reads..."I would like to thank all the people who have helped me in my job with the FAA at the Nashville SFO this summer. You'll have made it a very rewarding and unforgettable experience. Working for FAA has been very valuable work experience for me to carry in my future years. I would especially like to thank the people in the office that I worked in who had a great deal of patience and understanding." (signed) Sincerely, Yvonne R. Shown. And to you, Yvonne..."Yes, it's good enough! We thank you."

IN MEMORIAM...Again, we are saddened to have to report the recent deaths of two valued Southern Region employees. Our deepest sympathies are extended to the families and many friends of:

Mr. Richard L. Hellmann, Supervisory Air Traffic Control Specialist, who passed away August 2, 1977, in Houston, Texas. At the time of his death, Mr. Hellman had almost 31 years' Government service. Prior to joining the FAA, he had served with the U. S. Air Force. He had most recently served at the Greater Cincinnati Tower before entering the agency's Second Career Program. He is survived by his widow, Mrs. Mary Hellman.

Mr. Billy Baldwin, Supervisory Electronics Technician, who succumbed on August 4, 1977, at the University of Birmingham Hospital. At the time of his death, Mr. Baldwin was employed at the Birmingham Airway Facilities Sector Field Office. He is survived by his widow, Mrs. Claire Baldwin.

RECENT PERSONNEL ACTIONS...Flight Standards Division Chief Jim Purcell has announced the recent selection of Jerry Goodblood, Engineering and Manufacturing Branch, as Chief, Engineering Branch, FS Division, Rocky Mountain Region. Several recent selections have also been announced by Air Traffic Division Chief Lonnie Parrish: John Justice, ATREP, Craig AFB, selected as ATREP, Eglin AFB, Fla...Randolph Phelps, Chief, Brunswick Tower, to ATREP, Seymour Johnson AFB, N.C...Wiley Helms, Team Supervisor, Jacksonville Center, as RADLO, Tyndall AFB, Fla...Howard V. Martin, Asst. Chief, Orlando Tower, as Chief, Lexington Tower, Ky....Karl D. Trautmann, Deputy Chief, Jacksonville Center, Fla., as Chief of that facility...Edward S. Bayne, EPDS, Knoxville Tower, as Chief, Knoxville Downtown Tower; and Cecil R. Wall, Deputy Chief, Greater Cincinnati Tower, as Deputy Chief, Miami Tower.

NEW FACILITY RECORDS AROUND THE REGION...At Jackson, Miss., the FSS reports total of 20,077 flight services, 57% increase over July 1976; en route flight advisory services, 4,356, an increase of 86% over June 1977...Traffic activity at New Bern FSS reached an all-time high for May 1977 with 20,677 flight services, exceeding previous high of 20,028 in May 1974...Raleigh-Durham Tower recorded an all-time high of 18,902 airport operations during July, 1977, with cumulative 12-month total ending July 31 of 201,313. Stage III and instrument operations for the same period totaled 175,933.

ASO 77-33

August 18, 1977



HEROIC DELTA CREW HONORED...FAA Administrator Langhorne Bond is shown with Delta crew who were responsible for saving Delta Flight 1080 when the L-1011 jumbo jet malfunctioned shortly after takeoff from San Diego. Bond flew to Atlanta to award personally FAA's Distinguished Service Award with silver medal to Capt. Jack McMahan (2nd from left); and Certificates of Commendation to 1st Officer Wilbur Radford and 2nd Officer William Heidt. (See story on page 3 and cover photo)



35-YEAR VETERANS PINNED...Logistics Div. Asst. Chief Lanny Frye (c.), and Gen. Supply Specialist Bob Lewis are congratulated by Director Phil Swatek during recent ceremonies in the R.O., when each was awarded his 35-year DOT career service emblem.

TRAFFIC FLOW MAINTAINEDAS CANADIAN ATCs STRIKE...

The agency last week initiated pre-arranged contingency plans and procedures when Canadian air traffic controllers went out on strike. Affected by the walk-out of the Canadian ATC Association (CATCA) were all U.S. airline flights that normally overfly parts of Canada. Included were both transpacific and transatlantic flights, as well as flights to Canadian and Alaskan cities. Oceanic Control in the New York en route Center rerouted all north-east U.S./European traffic to more southerly routes which avoided Canadian domestic airspace. This necessarily reduced the capacity of the transatlantic ATC system and caused delays of up to six hours in some cases, but the flow of traffic was maintained. According to flow controller Leo Donovan in Oceanic Control, the scenario, devised well ahead of time, "worked out very well." He did add that for a few days controllers had a "tremendous workload." Airports on the U.S./Canadian border also were unusually busy. But at Niagara Falls, N.Y., for instance, controllers took the extra 35 to 40 daily air carrier flights in stride. In Washington Headquarters, a command post was set up in the Systems Command Center for the duration of the emergency to make sure the contingency plans and procedures were initiated and to follow-up and evaluate the appropriateness of these plans. It was staffed by a three-member team that included two representatives from the ATS Operations and Procedures Division and a Canadian liaison officer. The team also functioned as an ad hoc group, making decisions as unforeseen situations occurred and coordinating the decisions with the British in Preswick, Scotland, and the Canadians at the Gander (Canada Oceanic Area Control which was not affected by the strike.

WEATHER DETECTION IMPROVED...

As part of the continuing campaign to provide controllers and pilots with more reliable weather information, FAA and the National Weather Service (NWS) have agreed to remote three NWS radars to the Atlanta en route Center. These radars are capable of displaying six different intensities of weather from mild to severe or hazardous. Also the sweep of the radar antenna can be stopped to scan a thunderstorm from top to bottom. This means that not just the location but also the altitude or height of weather disturbances can be determined. In the Atlanta Center one specially designed console, capable of displaying any one of the three radars, will be manned by an FAA Weather Coordinator. The weatherman will inform sector controllers of the intensity of thunderstorms in their areas, and controllers will pass this info on to pilots. This demonstration, which will continue until November 1, will help the ATC System Programs Division to determine operational requirements for weather detection and display in the 1980s. The three radars are located at Centerville, Ala., Athens, Ga. and Volens, Va.

ORDER CANCELLED...

The following AAF order is cancelled and will be reflected in the next edition of the FAA Directives Checklist: 6040.14, Airway Facilities Service, Maintenance Automated Reporting System (MARS) News Bulletin (RIS: AF 6040-70).





A GIANT IN GENERAL AVIATION SAFETY...In behalf of FAA Administrator Langhorne Bond, Director Phil Swatek presents FAA's "Certificate of Achievement (FAA's 2nd highest national employee award) to Harvey Gassaway, Chief, Nashville FSDO, in recognition of his long years of outstanding work in general aviation safety. He was particularly cited for his accomplishments through maintenance seminars and his skillful handling of agency work with the state government, industry, and the general public. Offering congratulations is Jim Purcell (r.), Chief, Flight Standards Div. (See story on page 3)

DAY WITH FAA...To introduce new Embry-Riddle Aeronautical University students to the FAA names and faces behind those radio voices, E-RAU Instructor Tony DiGirolamo requested tours of Daytona Beach Tower for some 70 freshmen enrolled in school's accelerated academic program. Because of limited space in radar room and cab, EPDS Bill Voreis solved dilemma by scheduling 9 tours, back-to-back, over three days. Here, Voreis explains ATC information on BRITE display to students



AWANS UP FRONT AGAIN...Atlanta FSS Specialist Richard Andrews (seated) demonstrates EFAS functions of the Automated Weather & NOTAM System (AWANS) to Congressman John Paul Hammerschmidt (R-Ark.) (standing-1.). The Congressman is member of House Aviation Subcommittee and an advocate of FSS automation. Attending briefing also was Larry Cushing, NAATS President. Hosting tour and assisting in briefing was Norman Hopkins (r.), Chief, Atlanta FSS.

COURT UPHOLDS REMOVAL FOR OFF DUTY DRUG ABUSE...The Office of Labor Relations reports that a U. S. District Judge has recently supported the separation of a controller for using -- and selling -- marijuana while off duty and off FAA premises. The employee had been separated in 1975 following an internal investigation and had appealed -- unsuccessfully to the Federal Employee Appeals Authority (FEAA). He then sued FAA and the Civil Service Commission. In his decision, the Judge concluded that given the stressful nature of the controller occupation, with its tremendous responsibilities affecting the lives and property of so many, the agency is fully justified in taking steps to ensure that off-duty conduct does not affect job performance. The Judge found ample evidence that the controller had both used and sold marijuana. He also supported the agency's right to conduct internal investigations as appropriate. Copies of this decision have been sent to all labor relations branches.

NEWS FROM BALBOA...Area Manager Mel Larsen reports that the first session of the current "Operation Raincheck" was held August 3rd with 27 attending; the second session drew 21 attendees, and all reported the program was "lively, informative, meaningful with good results"...Controllers Perry Allmond, Joe Jarvis, Ed Tower, Bruce Cartier and Ed Gartland, Center/RAPCON, each received a Letter of Appreciation for his fine performance while on duty July 31, when rapidly deteriorating weather led to airports experiencing below-IFR minimums and heavy traffic, including VFR Panamanian aircraft... The Area recently welcomed four visiting controllers from Ecuador. They were given in-depth briefings on mutual air traffic problems and toured FAA and Panamanian facilities...Jay Carmona, SATCS, has departed Balboa for Second Career training in Huntsville, Texas... Warm welcomes are extended to Controller Ralph Thomas and family recently arrived from Anchorage, Alaska; and Dick Stavrakis from the Guam Center/RAPCON.

NEWS FROM SAN JUAN...Congratulations to Messrs. Edsall, Kueteman, McCracken, Velazquez, and McCaleb for an especially excellent team effort in implementation of the Compact Flight Data Processor at San Juan Center. Controller Robert Kirkpatrick also received similar recognition...San Juan IFSS Chief Palenzuela and SATCS Morales organized a small barbecue on FAA grounds for members of the Explorers Troop. Activity was planned in appreciation to the Explorers for their help during installation of playground equipment...Some 24 FAA'ers recently donated blood to the Red Cross Blood Bank

BILINGUAL PROFILE DESCENT BRIEFINGS HELD...AT Division Chief Lonnie Parrish reports that on August 4, the Miami Center began a series of English/Spanish briefings on profile descent procedures which are to go into effect on Sept. 1. Briefings were provided by Center personnel in response to requests from foreign airlines to help educate their pilots on the new procedures.

APA-4

77-34 August 22, 1977

**AF EMPLOYEES LIKE THEIR JOBS
IN-DEPTH STUDY REPORTS**

A recent study of job-related attitudes held by Airways Facilities Service employees found that these technicians are generally satisfied with their jobs. Satisfaction is apparently strongest in areas judged to be most important by the employees themselves, namely, salary, job security, independence and personal responsibility, and achievement. At least three quarters of those queried expressed satisfaction in these areas. In general, more than 86 percent of those responding to the study indicated they were satisfied or very satisfied with their jobs, and 90 percent reported they liked their choice of occupation. These percentages are six to ten percent higher than those typically found in other work settings. Dissatisfaction was focused on various aspects of the job, such as shift rotation, management effectiveness, promotion opportunities and paperwork. The study, published this month, was done by Robert C. Smith and Gary L. Hutto of FAA's Civil Aeromedical Institute. A total of 2,366 AF employees responded to a detailed questionnaire circulated by the authors, who visited approximately 200 AF facilities and contacted another 200 by mail.

MAKING PLANES FAIL-SAFE

Expanded use of an advanced fail-safe aircraft design principle that allows an airplane to complete its flight safely despite the failure of a critical structural component would be required by the agency under a notice of proposed rulemaking issued last week. The principle, known as "damage tolerance design," calls for an airplane to be designed so that if a key component fails --because of fatigue, corrosion, or damage--other nearby components will assume the load until the failure is detected during required inspections and repaired. The damage-tolerance principle involves the use of such design features as duplicate or backup structures, crack-stoppers to limit the growth of cracks, and materials that have a slow rate of crack propagation. All are in wide use throughout the aviation industry.

VANDALS APPREHENDED

Alerted by an item in the Southwest AF regional newsletter, which claimed rodents were destroying essential navaid equipment at the Corpus Christi Airport, (See p.3)

TEST AIRPORTS SELECTED

The agency has completed the selection of the four airports that will participate in a test program to evaluate new non-destructive methods for determining the condition of airport pavement. Picked for the program were Los Angeles International, Denver Stapleton and Tampa International along with the previously-announced Burlington (Vt.) International Airport. Runway pavements at the four locations will be evaluated to determine their condition and load-carrying capabilities using two non-destructive test methods. The results then will be analyzed and compared by computer. Validation of the non-destructive test methods would permit a revision of FAA pavement evaluation standards and lead to millions of dollars in savings for the nation's airport operators. The study will be conducted for FAA under a \$174,000 contract by the New York consulting firm of Yang, Stevens and Fabian, Engineers.

AF CHIEFS LIST SET UP

Airway facilities Service's National Review Board recently finished interviews with 127 AF candidates who had successfully completed the local evaluation, Division level review and assessment center evaluation in connection with the National Airway Facilities Selection Program. As a result of these various evaluation procedures, national registers have been established with 81 names on the Sector Manager, GS-15 list; 30 on the Sector Manager, GS-14 list; and 40 on the Assistant Sector Manager, GS-14 list. The first selection from the national register was made this month when Rodman B. Gill was chosen as AF Sector Manager at Olympia, Wash.

AEROSTAT GROUNDED

FAA has terminated its negotiations with COMSAT General Corp. for leased communications channels on the proposed aeronautical satellite (AEROSAT). In a letter to COMSAT General, the designated U.S. partner in the international AEROSAT consortium, FAA noted that the Congress had deleted the bulk of AEROSAT funds from the FY 1978 budget and directed the agency to undertake a feasibility study to determine the correct timing and other requirements of this program. The objective of the AEROSAT program was to test and evaluate satellite communications on North Atlantic air routes. The first of two space vehicles was scheduled for launch in late 1979.

ASE ORDER CANCELLED

The following Office of Investigations and Security order is cancelled and will be reflected in the next edition of the FAA Directives Checklist: 1600.16A - Compliance and Security Activities.

BUTTON UP YOUR OVERCOATS

While most of the U.S. is sweltering through one of the most uncomfortable summers in years, the Alaskan Region Intercom is promising relief. It notes that sand cranes and geese already are headed south from the area of the Brooks Range and that muskrats along the Yukon are building the largest stick houses on record. The regional Intercom editor is predicting "the toughest winter in 50 years." Thanks, we needed that!

VANDALS (From page 1)

Washington maintenance officials got in touch with the Fish and Wildlife Service in Texas. With the help of local AF technicians, the Fish and Wildlife inspectors investigated the Corpus Christi situation and found that spare guy ropes, stored under the steps of the localizer shelter, were missing. Searching further under the shelter, they found a family of pack rats, a mother and two babies. The rats had discovered that shredding the papafil antenna guys produced excellent bedding material for their home and were living an illicit life of pleasure and comfort. Perhaps they didn't know that destroying Government property is a Federal offense. Still ignorance of the law is no excuse and the family was taken into custody and put on exhibit at a local shopping mall. Later, having served their time, they were turned back into the wild but far from their former home at the Corpus Christi Airport.

IDEAS TO SAVE \$\$\$ SOUGHT

The agency is seeking ideas from the aviation public on how to save money. The unique appeal for ways to cut costs was motivated by language in the Airport and Airway Development Act Amendments of 1976. This requires the DOT Secretary to "consult with and give due consideration to the views of users of (the airport and airway system) on methods of reducing nonessential Federal expenditures for aviation. The Secretary shall give particular attention to any recommendations which could reduce, without adverse effects on safety, future Federal manpower requirements and costs which are required to be recouped from charges on such users." FAA is asking that anyone with such an idea submit it in duplicate by August 31 to: FAA, AMS-1, 800 Independence Ave., SW, Washington, D.C. 20591.

NEW ORDER CONSOLIDATES

An agencywide workshop, sponsored by the Office of Environmental Quality was held recently at Headquarters to discuss the implementation of the new Order 1050.1B, Policies and Procedures for Considering Environmental Impacts, effective June 17. The new order consolidates, in a single document, FAA directives regarding policies and procedures for considering environmental impacts. It includes guidance on content and preparation, processing and filing of environmental impact statements and negative declarations, and guidance for citizen involvement. In discussing the new order, Duane Freer, Acting Associate Administrator for Policy Development and Review, stressed the critical need for close coordination between regional functions to avoid duplication of effort and to assure consistency in environmental considerations.

PEDESTRIAN LINK STUDIED

The agency has awarded a \$226,427 contract for design of a pedestrian connection between the recently-opened METRO subway station and the North Terminal at Washington National Airport. Under the contract, Daniel, Mann, Johnson and Mendenhall of Washington, D.C., will evaluate various types of pedestrian connections and determine which one best meets the present and projected needs of passengers at National Airport. The facility will be designed to link the METRO station directly with the North Terminal and must be sufficiently flexible to accommodate any future expansion or relocation of facilities within the terminal area. Plans are also under consideration for future linking of the METRO station with the Main Terminal.

WANT TO KNOW ABOUT SAFETY?

"All the major things you wanted to know about flight safety aerodynamics--but were afraid to ask." This is one way to describe a forthcoming course offering in the University of Southern California's Master of Science in Safety degree program. But the Technical Aspects of Flight Vehicle Safety is more than a course in basic aerodynamics. It will acquaint the student with the technical considerations in relation to the physical phenomena which have a direct bearing on the safety of flight. It will not only cover such things as performance, stability and control of flight vehicles, but it will relate them to operator technique and vehicle configuration. Case studies of accidents will be used to tie together the importance of these factors. Students will conduct research on given hazard areas and share the results with their associates. The safety course, taught by C. O. Miller, is one of three courses being offered during the two-month fall term in the local U.S.C. masters' degree program. Classes are taught two evenings a week at the Forrestal Building between 5:30 and 8:30 p.m. beginning September 19, 1977. The other two course offerings are: Statistical Methods for Safety and Philosophical Basis for Accident Prevention. Each of these courses earns three credits toward a MS degree in Safety. To register call 521-5025.

R. DESMOND GIBSON

R. Desmond "Des" Gibson, 57, who was until 1947 Chief of the Operations and Maintenance Branch, Flight Standards in Washington, died Sunday, August 14 in Okalahoma City. At the time of his death, the World War II RAF pilot was Chief, Aircraft Services Base at the FAA Aeronautical Center.

FS OFFICIAL HONORED

James E. Dougherty, Assistant Chief of Flight Standards' Engineering and Manufacturing Division, was presented the Award for Superior Achievement, the agency's highest honorary award, by Deputy Administrator Quentin S. Taylor last month. The award cited Dougherty's significant contributions to the FAA mission through his achievements in developing and establishing aircraft airworthiness safety standards.

DEGREE IN PLANNING OFFERED

The University of Virginia's School of Architecture offers a Masters Degree in Planning in the Northern Virginia area. The degree program is designed to develop the understanding, sensitivity and capabilities necessary for a professional planner. Offerings for FAA, 1977, are: Urban Theory and Public Policy (core class) (3sh), Functional Planning (advanced) (4sh), Environmental Impact Assessment Techniques (advanced) (3sh), Planning for an Aging Society (advanced course) (3sh) and Introduction to Transportation Planning (advanced course) (3sh). Registration will be conducted August 24, 1977, through September 7, 1977, with classes beginning the week of September 12. The cost is \$45.00 per semester hour (sh) plus a registration fee of \$10.00. For additional information call the University of Virginia office at Ft. Belvoir, 781-7019, Falls Church 532-5830.

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HEADQUARTERS Intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

77-35 August 29, 1977

1st ANNUAL ADMINISTRATOR'S EEO AWARDS FETE HELD

A total of ten FAA employees were honored at Headquarters last week during the first Annual Administrator's EEO Awards program. The special ceremony, to be held annually, commemorates the August 26, 1920 ratification of the 19th Amendment to the Constitution. This is the amendment that gave U.S. women the right to vote. Speaking before a full house in the third floor auditorium, Deputy Administrator Taylor emphasized, "Equal Employment Opportunity is a major job assignment for all managers and supervisors." And he added, "In the future we are going to monitor regular quality-with-in-grade increases to assure compliance with EEO standards." He said our goal is to make FAA a place where "all persons will have an opportunity to perform." Receiving awards for superior Achievement were:

- o Leslie A. Berger, Federal Women's Program Coordinator, Eastern Region. For developing a recruiting program which substantially increased the number of minorities and women on the ATCS register.
 - o William R. Frehse, Chief, Airway Facilities Division, Western Region. He acted before he was required to do so his division led the agency in the percentage of minorities in
- (Continued on page 3)

TOWER 'CRITERIA' QUERIED

The agency wants to tighten its criteria for closing airport control towers that no longer can be justified from a cost/benefit standpoint. In a policy-making proposal, the agency said that some 73 of the 425 control towers it operates do not meet the current criteria for continued operation. These standards identify a tower as being a candidate for discontinuance wherever benefits from continued operation are less than the current operating and maintenance costs. Under this system the annual operating and maintenance costs of a tower are compared to the dollar-value of benefits. These benefits include such items as the reduction of expected collision and accident rates and reduced landing delays. Comments on the proposal should be sent to ASP-1, FAA, Washington before Oct. 15.

MAKING AIR TAXIS SAFER

A comprehensive upgrading of the safety regulations for commuter airlines and other air taxi operations has been proposed by the agency. The stiffer regulations would bring the safety standards for air taxi operations more closely in line with those governing the operations of trunk and regional air carriers.

(Continued on page 3)

EMPLOYEE MUST BE HEARD

An employee must be allowed to respond to proposed adverse action, the Federal Employee Appeals Authority of the Civil Service Commission ruled recently in a decision involving an FAA employee. The employee had received a notice of proposed removal and had authorized his representative to present an oral response. Later--but before a decision on the action was made--the employee requested to meet personally with the deciding official to discuss the action. Management did not respond to this request, and the employee did not have the opportunity to present his arguments. For this reason, FEAA found a *fatal procedural error* and ordered the action reversed. The Office of Labor Relations notes that this case underlines the fact that careful attention must be given to an employee's right to respond *personally* to a proposed adverse action.

TALL PLANES COMING

Remember the Parade of Tall Ships which sailed up the Hudson River on the Fourth of July 1976? Well, the aviation equivalent of that event could happen next July Fourth if some New York planners get their way. A Kennedy Airport based group wants to stage a giant fly-by, again up the Hudson, but this time of every conceivable kind of aircraft from a Curtiss pusher to a Boeing 747. Planners say a spectator will be able to watch the whole history of aviation winging past. Eastern Region Director William E. Morgan, who is on the Fly-By planning committee, said the Eastern Region will fully support the operation. He said an FAA team will soon begin to work out the line of flight and other details.

REPORTS AVAILABLE

A list of 84 scientific and technical reports available to the public was released recently by the agency. The updated list covers the period from April through July 1977. Included on the list are reports pertaining to aircraft safety, airports, air traffic control, aviation medicine, communications, frequency management, microwave landing systems, 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.

CONTROLLERS ON THE WAY UP

A veteran air traffic controller has been appointed to a key position in the Alaskan Region. Donald A. Enders has been named Chief of the Anchorage Air Route Traffic Control Center. An 18-year veteran controller, he came to Alaska from the Cleveland Center. Before that he served at the Minneapolis and Los Angeles Centers and at the Academy in Oklahoma City.

ALBERT P. ROSE

Albert P. Rose, 68, a dance band leader in New York in the 1930s, and recently chief of the ATC Tower, Mercer County Airport, Trenton, N.J., died this month in Point Pleasant, N.J. Mr. Rose, an aviation enthusiast all his life, retired in 1941 as leader of an orchestra named Al Rose and his Columbians to become an air traffic controller.

AIR TAXIS (From page 1)

The proposed upgrading involves the addition of 70 new rules to Part 135 of the Federal Aviation Regulations, including a rule which would require pilots of all turbojet and multi-engine aircraft used by commuter airlines to have air-line transport ratings and a rule requiring the installation of weather avoidance radar on all multi-engine aircraft with capacities of 10 or more passengers. The proposed rule changes result from FAA's Part 135 Regulatory Review Program initiated last year to cope with the increasing volume and complexity of air taxi operations.

MLS SHOWN IN ARGENTINA

The agency will demonstrate its microwave landing system in Buenos Aires this fall. Known as the Time Reference Scanning Beam system, the equipment provides precise guidance to aircraft during the approach and landing phase under all weather conditions. The demonstration of the U.S. system will be conducted at the Aeroparque Airport in Buenos Aires during the Communications Conference sponsored by the Organization of American States, October 31 through November 4. This will be the latest in a series of demonstrations of the U.S. system conducted over the past several years. Further operational demonstrations of the U.S. TRSB systems at various airports are being planned. The International Civil Aviation Organization meeting to select the international MLS standard will be held in April 1978.

EEO (From page 1)

electronic technician and professional engineering positions.

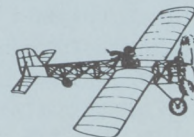
- o Ethel Lawson, Chief, Equal Employment Opportunity Staff, Western Region. Her pre-employment briefings helped air traffic controllers trainees to pass entrance exams.
- o William C. Reddick, Office of Systems Engineering Management. He assured that women would have equal access into training, employment and promotional programs.
- o Marvin R. Warren, Jr., Chief Logistics Division, Southwest Region. For motivating employees to develop their full potential and providing upward mobility training opportunities.
- o Herbert K. Wilson, Chief, Employment Branch, Eastern Region. For initiating upward mobility, cooperative education and the employment of veterans and the handicapped. Receiving certificates of Achievement signed by the Administrator were:

Richard F. Lally, Director, ACS-1
Civil Aviation Security Service

Mary Jan Marshall, Chief, APT-205
Equal Employment Opportunity Staff

William M. Massey, Chief, Civil
Rights Staff, Central Region

Joseph B. Nestor, Deputy Director
Pacific-Asia Region.



FA CLUB NEEDS TREASURER

The FA Club is looking for a volunteer who will act as treasurer until the October elections. The job involves being custodian of all Club funds. This will include signing all checks, drafts, notes and obligations of the Club as well as issuing monthly financial reports. The person selected for the position must be able to be bonded. Interested applicants, please submit requests in writing to Sue Huber, APT-220. Applicants should include name, office, phone and brief statement of financial experience. Applications will be accepted until Sept. 13

WATCH PERSONAL PROPERTY

The Office of Investigations and Security cautions that in recent weeks a number of offices have reported intrusions into their area during the night and on weekends. Desk and credenza drawers have been pulled open and the contents ransacked. Efforts to apprehend or identify the culprits have not been successful. Do not leave money or valuables in your office overnight. Be wise, don't be victimized.

HISPANIC WEEK UPCOMING

The week of September 11 through 18 will be set aside as "National Hispanic Heritage Week 1977". This is in accordance with Congress' 1968 joint resolution requesting annual recognition of the contributions that the Hispanic civilization and millions of Hispanic Americans have made to enrich the culture of this country. During this week all Americans should be particularly aware of the contributions made by the Hispanic community to the growth of our country. Watch INTERCOM for the activities planned within DOT and FAA to celebrate this special week.

DOT TENNIS TOURNAMENT

Here are the rules for the 1977 DOT Tennis Tournament of men's singles, men's doubles and women's singles:

- o Trophies will be awarded to winners and runnersup in men's in men's championship, men's intermediate and women's divisions.
- o Entry deadline is Wednesday, September 7, players will be notified of their first round opponents on the following day.
- o Opponents will arrange to play each other at a mutually acceptable place and time. They must have the match played within one week.
- o Entry fee: Singles - \$2.00
Doubles - \$2.00/
team
- o Entry to the men's intermediate divisions will be restricted. There will be no consolation tournament.

For more information or to enter, contact: Lou Gonzalez, x63785.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

77-36 September 6, 1977

FAA WORLD COMING TO OFFICES AND FACILITIES

The September issue of FAA WORLD, the first to be distributed in offices and facilities, will be in your hands in a few days.

There are mighty few places in this world where an American plane flies that hasn't had the presence of the FAA. Last winter a team of FAAers was "Working Where the Compass Doesn't Count"--in Antarctica for the first time, performing flight inspections . . . In "The Black Sheep Is Still in the Fold," FAAer Perry Lane tells what it really was like in World War II's famed Black Sheep Squadron . . . Other stories include "A Labor of Love"--where controllers help redecorate a children's home, "We're Still Looking at Wood Props"--inspectors check out this old craft, "Nuts-and Bolts Training"--a supervisors' follow-on to MTS, "Learning To Do It Our Way"--the use of the Secretarial Institute, and "Home is Where the Harbor Is"--about a pair of employees who live on boats. This issue also features a "Word Search" and our regular "Direct Line, Faces and Places, Small World, Heads Up and Federal Notebook."

PRESIDENT OKs PAY HIKE

President Carter last week approved an October 1 pay raise for Federal employees that will give Federal workers "full comparability" with workers in the private sector. Although the President has not announced the exact amount of the raise, a pay hike of 7.05 percent has been recommended to the President by the Office of Management and Budget, the Civil Service Commission and the Secretary of Labor. The raise, whatever percentage is finally determined, will become effective in the first pay period beginning after October 1. For most FAA employees, the increase will be reflected in checks received on or about November 1.

COCKPIT ALARM MUTED

The agency has ruled that the airlines can mute one of the most persistent of the numerous alarms that now sound in the cockpits of jet airliners. FAA took the action after determining that the alarm goes off so often in the course of routine flight that the flight crews could develop a "conditioned indifference" to it.
(Continued on page 2)

TOWER STANDARDS STUDIED

Last week's INTERCOM reported there was a possibility that 73 airport control towers might be closed as a result of a change in tower dis-continuance criteria. Closing the towers is, in fact, only one of five options being considered by the agency at this time. The five options are:

- Continue Federal operation of all existing towers;
- Closing eight towers which no longer meet the criteria for continued operation in effect at the time the facilities were established;
- Close all 73 towers where a net operating loss has been identified;
- Close some towers--about 35 to 40; or
- Continue Federal operation of all uneconomical towers until fiscal year 1980 to give state or local interests an opportunity to assume responsibility.

FAA is requesting written comments on the options and plans to hold public hearings in early October.

CHIEF COUNSEL APPOINTED

Clark Henry Onstad, a Washington, D.C. attorney specializing in transportation law, became the FAA Chief Counsel on August 29. In his new post, Onstad serves as the principal advisor to the Administrator and other FAA officials on all legal matters involving the agency. Onstad came to the agency from Washington, D.C. law firm of Ginsburg, Feldman and Bress where he concentrated on regulatory as well as court proceedings that involve the Civil Aeronautics Board. He also deal with FAA on airport security matters and air carrier operating authorizations. A native of Corvallis, Ore., the 31-year old Onstad earned his B.S. degree from Oregon State University and his law degree from Georgetown University in Washington, D.C.

ALARM (From page 1)

The alarm is one that sounds when an aircraft is about to reach a pre-selected altitude while climbing or descending so the crew can begin to level off. Such altitude changes occur frequently in the course of a flight and the alarm now goes off several times between take-off and landing. However, all alarms have not been shut off. If the plane continues to climb or descend after passing the pre-selected altitude, an alarm will still sound. Also, airlines will be required to continue to use a visual warning signal that now goes on when the aural alarm does.

COCKPIT SMOKING BAN REJECTED

The agency has denied a petition filed by a coalition of consumer groups to ban smoking in airline cockpits and to prohibit flight crews from smoking for eight hours prior to takeoff. FAA said the information submitted by the petitioners to support their contention that smoking impairs performance "is too inconclusive to warrant the issuance of the requested rule at this time." The Airline Pilots Committee of '76, the Public Citizen's Health Research Group and the Aviation Consumer Action Project stated in their petition of April 20, 1976, that smoking has a deleterious effect on "vital brain and nervous system functions" that are "incompatible with maximum air safety." FAA said there is no hard evidence that smoking has any deleterious effect on performance. Moreover, FAA said the ventilating systems on modern aircraft change the air in the cockpit and passenger compartment continuously and keep it at a level of purity that "can easily absorb the introduction of carbon monoxide from any source, including smoke."

CHANGE IN D.C. TAX WITHOLDING

The District has found it necessary to revise its fixed percentages for D.C. income tax withheld. The new fixed percentages outlined below will commence with paychecks received currently by District of Columbia residents.

<u>Marital Status</u>	<u>Annual Salary</u>	<u>New Percentages</u>
Single	Over \$6,000	30% of Federal Tax Withheld
Married	Over \$9,000	44% of Federal Tax Withheld
Single	Under \$6,000	3% of Gross Wages Paid
Married	Under \$9,000	3% of Gross Wages Paid

The revised percentages for a married GS-9, Step 2, with a gross salary of \$14,567 per annum and a federal withholding of \$81.07 would result in the following:

Revised D.C. Withholding	(44% of \$81.07)	\$35.67
Previous D.C. Withholding	(37% of \$81.07)	30.00
		<u>Increase \$ 5.67</u>

HEADQUARTERS PERSONNEL NOTES**CIVIL RIGHTS REMINDER**

The Civil Service system provides employees with a number of important rights and appeal procedures designed to help ensure fair and equitable treatment. Each employee has the right to form, join, and assist a labor organization or to refrain from any such activity freely and without fear of penalty or reprisal. With certain exceptions, the right to assist a labor organization extends to participation in the management of the organization (See FAA Order 3710.7B). Alleged discriminatory employment practices may be appealed per the instructions of FAA Order 3300.6B. Grievances and adverse action appeals must be processed free from restraint, interference,

coercion, discrimination or reprisal. The procedures for appealing adverse actions or grieving other matters of concern or dissatisfaction are discussed in FAA Order 3770.2A. Questions concerning the interpretation of these directives should be addressed to the Labor Relations Branch, APT-140, x68916. Employees may also appeal the correctness of the classification of their position at any time. Classification appeals will be handled expeditiously and will be adjudicated solely on the merits of the case (FAA Order 3510.8). Questions concerning classification appeals should be addressed to the Classification Branch, APT-160, x68034.

MITTS WORKSHOP UPCOMING

We recently published a general article in this column on the FAA Correspondence Study program that generated a lot of interest. We listed many of the titles in the Management Improvement Through Team Study (MITTS) series beginning with course number 14000, "Use of Conference Techniques in Everyday Management." The MITTS courses are made up of a home study portion of a few lessons to be followed by a workshop of some 16 - 20 hours. The MITTS Workshop coming up next is in "Human Relations in Supervision" to be conducted in late September. If you have not yet been contacted and are eligible and desire to attend, please call Joe Proctor, APT-130, x63320.

NOTES ON ANNUAL PERs

Recently, several questions have arisen pertaining to the completion of Performance Evaluation Records, (DOT F 3430.1) and the operation of the performance evaluation program. FAA supervisors are required by law and FAA regulation to evaluate the performance, assign a rating and discuss the evaluation with each employee under their supervision. Each employee must be assigned one of three possible adjective ratings: Outstanding, Satisfactory or Unsatisfactory. This rating represents a summary of the employee's performance during the rating period. Usually, the period of service covered by the performance rating is one year. However, under certain circumstances, the rating may be postponed for three months (See FAA Order 3430.3A). The rating date for a GS employ-

ee is the anniversary date of the employee's appointment, promotion or last regular pay action, whichever occurred most recently. For wage grade employees, the rating date is the anniversary of the employee's appointment or promotion. The rating may be assigned not more than 60 nor less than 15 days before the rating date. An important point to note when reviewing the PER is that the employee's signature on the form does not prevent the employee from requesting a review or filing an appeal of the evaluation. It merely indicates that the employee has reviewed the completed form and has discussed it with the supervisor. The adjective rating assigned to the employee may be appealed through either an administrative review conducted within the agency or through a formal appeal to the Performance Rating Board of Review of the Civil Service Commission. Further information or clarification of the performance evaluation process can be obtained from the Labor Relations Branch, APT-140, x68916.

HISPANIC CELEBRATION SCHEDULED

Mr. Gil Pompa, Acting Director, Community Relations Service, U.S. Department of Justice, will be the guest speaker at the program commemorating National Hispanic Heritage Week on Sept. 14, from 11:30 to 12:30 pm in the 3rd floor auditorium. Mr. Pompa's remarks will be directed at assisting Offices and Services in their recruitment of Hispanics and other minorities. The Deputy Administrator will preside over this program.

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APA-4

77-37 September 12, 1977

AUTOMATIC WEATHER REPORTING

An unmanned aviation weather observation system that automatically collects and reports weather data will be evaluated during a four-month test beginning October 15 at Patrick Henry International Airport, Newport News, Va. The Aviation Automated Weather Observation System (AV-AWOS) uses a series of automatic sensors to collect weather information. Measurements are made of cloud heights, visibility, temperature, dew point, wind direction and speed, precipitation and barometric pressure on a 24-hour-a-day basis. These readings are fed into a computer that transforms the data into a weather report. Then a voice message is prepared. This is broadcast to pilots or made available over the telephone. The weather reports also will be shown on cathode ray tube displays at the local flight service station and in the Norfolk tower. During the test selected pilots in the area will be asked to complete a questionnaire to indicate user reaction to the automatic system.

FAA/PATCO TALKS CONTINUE

Negotiations between FAA and the Professional Air Traffic Controllers Organization (PATCO), which were recessed in June, resumed this week in Washington.

ALL 20 CENTERS GET DYNAMIC SIMULATION

The last of the center DYSIM labs is scheduled to be dedicated at the Denver Center this week. The simulators not only cut down substantially on the time required for on-the-job training but they also make training a great deal more efficient and allow the trainee to learn in a "safe" environment--free from the consequences of error. The targets are generated by a computer program originally developed at NAFEC, and the voices are not the voices of pilots but the voices of other trainees following the neophyte controller's instructions. The simulators, which use operational displays, have been so successful with trainees that they are now being used by journeyman controllers for proficiency training.

LOAN PROGRAM'S LAST HURRAH

In a final flurry of activity before the demise of the Aircraft Loan Guaranty Act on September 7, the agency approved guaranteed loans totalling \$61 million for the purchase of 10 aircraft by six airlines. The loans and aircraft being purchased are: Air Midwest, \$1,080,000 for one Swearingen Metro II; Alaska Airlines, \$7,002,045 for one 727-200; Aloha Airlines, \$15,289,000 for two 737-200s; (See page 3)

VETERAN'S DAY UNCHANGED

As it was last year, Veteran's Day will be celebrated on October 24 this year. This may not seem remarkable to those of you who have standard Government Issue wall calendars, but it may be enlightening to those having G.I. desk calendars. This year's desk calendar indicates that Veteran's Day will be celebrated on November 11. This date, of course, is the date of the old Armistice Day, which commemorated the end of World War I on Nov. 11, 1918. The confusion, no doubt, stems from the fact that next year, Veteran's Day will, in fact, be celebrated on November 11.

COMMUTER GROWTH SEEN

The number of passengers carried by U.S. commuter airlines is expected to more than double over the next decade, reaching 13.9 million by Fiscal Year 1988, according to a new report published by the agency. *FAA's Forecasts of Commuter Activity* foresees passenger enplanements on commuter airlines for the U.S. Mainland and Puerto Rico increasing at an overall annual rate of 7.6 percent over the next decade. From a base of 6.4 million in FY 1977, passenger traffic is expected to grow to 8 million in FY 1980, 11.7 million in FY 1985 and 13.9 million in FY 1988.

EXCON TERMINATED

Agency Order 1110.67B establishing the Executive Committee (EXCOM) has been cancelled and the committee terminated. Administrator Bond has determined that the committee, which reviewed policy questions and other critical issues, no longer is required. EXCOM members included the Administrator, Deputy Administrator, Associate Administrators, Chief Counsel and other key officials.

NEW AIRPORTS ENVISIONED

From one to ten new airports may be required by the year 2000 to meet the demand for air transportation in the nation's key cities, according to an FAA report sent to Congress last week by DOT Secretary Adams. A companion report to Congress generally endorsed the concept of "land banking," which involves the advance purchase of property to preserve it for aviation use. The report estimated that acquiring property in advance rather than waiting until it is actually needed could cut land costs from 22 to 40 percent, depending on future escalation of real estate prices. The new airports study presumes that an additional facility is required when the average runway delay at existing facilities exceeds six minutes and cannot be reduced to acceptable levels. A number of factors were analyzed in computing average runway delay including projected traffic growth at each airport, effectiveness of new automated air traffic control techniques, the feasibility of dispersing peak traffic loads and the potential for diverting general aviation flights to satellite fields. Prime candidates for new airports identified in the report are San Francisco/Oakland, Boston, New York and Philadelphia. The report also lists Atlanta, Chicago, Denver, Minneapolis, St. Louis and Seattle as possible sites for new airports.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). Montreal 2 year - PC-26/77 Language Officer (Interpreter/Reviser), P-3, Gross: \$23,910 per annum and Net (free of tax): \$16,978 without dependents and \$18,193, with dependents per annum. Applications due in AIA-19 by September 20, 1977. Language Requirement - French native tongue, or the language used for the purpose of education. Ability to interpret into French from English is essential, and from Russian or Spanish desirable. Ability to write French translations, with a thorough knowledge of syntax and stylistics is essential. A profound knowledge of English is essential. A working knowledge of Russian or Spanish would be a valuable additional qualification. PC-27/77 External Relations Officer, P-3/P-4, Gross: P-3 \$23,910 per annum and Net (free of tax): \$16,978 without dependents and \$18,193 with dependents per annum. P-4 \$29,940 per annum and Net (free of tax): \$20,209 without dependents and \$21,756 with dependents per annum. Applications due in AIA-29 by 11/19/77. Language Requirement - Command of two of the languages of the organization (English, Russian, Spanish or French) essential and a working knowledge of the others desirable. Additional information about duties, salary, qualifications and benefits is available at your personnel office. Federal employees accepting ICAO assignments are entitled to restoration rights.

EXIT CARDS IN BRAILLE

Texas International Airlines, in cooperation with the Lighthouse for the Blind, is producing DC-9 emergency evacuation cards in braille. The cards will be available on all Texas

International DC-9 flights and at passenger service centers in major terminal areas served by the airline. The braille cards are being made available to add an extra margin of safety to air travel for visually handicapped passengers.

ATC INSTRUCTORS REUNION SET

A reunion for FAA Academy ATC instructors will be held in Las Vegas Oct. 10-13 and will coincide with the Air Traffic Controllers Association convention at the Sands Hotel. Administrative and social details will be handled through ATCA. Registration will be at the ATCA desk. The registration fee is \$45, which includes admission to the luncheon on Oct. 12 and to the Awards Dinner. Rooms at the Sands will be held only until Oct. 10.

LOAN (From page 1)

Ozark Air Lines, \$7,694,432 for one DC-9-30; Piedmont Airlines, \$25,132,500 for three 737-200s; and Texas International Airlines, \$4,950,000 for two DC-9-14s. The FAA backed a total of 47 loans, involving \$307 million, during the 20 years (1957-1977) of the Aircraft Loan Guaranty Program. Legislation to extend the program and expand coverage to include commuter airlines presently is pending in the Congress.

OFFICE THEFT SEMINAR

On September 13, 14 and 15 the OST Office of Investigations and Security, in cooperation with the Metropolitan Police Department, is sponsoring a seminar to help familiarize DOT personnel with office theft problems and preventive measures that can be taken. Each session will last one hour and is given by specially trained officers of the Metropolitan Police Department. Two sessions per day are scheduled for each building as follows: FOB-10A - September 13, at 10:00 am and 2:00 pm, in the 3rd floor auditorium; DOT Headquarters Building - September 14, at 10:00 am and 2:00 pm in Room 2232; and Trans Point - September 15, at 10:00 am and 2:00 pm, in Room 3201.

PILOT GROUND SCHOOL

The FAA Flying Club will sponsor a private pilot ground school beginning the evening of October 10. The course will be open to the public and the instruction will be offered free of charge. Course materials (textbook, workbook, charts, etc.) may be purchased for \$16. Course meetings will be held Monday and Thursday nights from 7-10 pm, in the headquarters building. A total of 14 sessions (approximately 40 hours) will be given. Students are not required to be FAA employees or club members. Students must register before September 23. To obtain information and register for the course, contact Nick Brixius, 426-8372 (office) or 751-1557 (home).

MORE TRANSPORTS DISPLAYED

The National Air and Space Museum's Hall of Air Transportation reopened recently after extensive modifications which included the addition of two new aircraft. A Douglas M-2, early airmail biplane has been

installed in a diorama that depicts the plane being readied for flight. A Beechcraft D-18S, representing the classic line of general aviation aircraft, has also been added. This Beechcraft was used for many years as a flying ambulance in Phoenix. The two airplanes join a DC-7 nose section, a GE CF6 turbofan engine, used in jumbo jets, other engines, a display of flight attendants' uniforms, and a variety of audiovisual presentation which comprise the floor exhibits in the new Hall. The six aircraft suspended from the open-truss roof support remain on display: a Pitcairn Mailwing, a Fairchild FC-2, a Ford Tri-Motor, an 8-ton DC-3, a Boeing 247D, and the last surviving Northrop Alpha.

CREDIT UNION BRANCH OPENS

A new branch of the Transportation Federal Credit Union is scheduled to open in the Sugarland Plaza Shopping Center, on Route 7, near Dulles Airport on Friday, September 23. Festivities at the Grand Opening from 2 to 9 pm will include:

- Grand Prize Drawing for \$100 deposited to the winner's shares.
- Free T-Shirts and give-aways
- Do business and earn a chance to win one of four 10-speed bikes to be given away October 31.
- Refreshments and Good Fellowship!

ATTENTION GOLFERS

FA Club Gold Match scheduled for September 13, 1977 has been changed to September 28, 1977 at Northwest Park, Md.

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HEADQUARTERS

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

77-38 September 19, 1977

PILOT AGE RULE REAFFIRMED

An 18-year old rule requiring airline pilots to retire at age 60 has been reaffirmed by Administrator Bond. Acting on a pledge made during his Senate confirmation hearings to review the controversial rule, the Administrator issued a position paper which concluded that the "Age 60" regulation should be continued in the interest of flight safety because there is no reliable physiological age index for ". . . determining an appropriate retirement age for pilots and thus, no basis exists for issuing individual exemptions to pilots who have reached their 60th birthday." The paper noted that sudden incapacitation resulting from the degenerative effects of aging--particularly cardiovascular problems--become significantly more frequent in a group reaching 60. Rejecting the argument that the regular physical examinations required of airline pilots would weed out the unfit, the FAA paper pointed out that the commonly-used exercise stress electrocardiogram has only a 20 to 30 percent chance of predicting a heart attack and added that this is "particularly significant in view of the fact that over 50 percent of males over the age of 60 will die of this disease."

CONFLICT ALERT PROGRAM TESTED IN HOUSTON TOWER

In order to further reduce the mid-air collisions potential in congested airport terminal areas, the agency next month will begin testing a conflict alert program at the Houston International Airport tower. Installation of the program, which works in conjunction with the Automated Radar Terminal System (ARTS III), already is under way and a one-month operational test is scheduled to begin October 20. A similar test at the Miami International Airport tower using a dual beacon system (Houston is a single beacon system) is slated for early 1978. The terminal conflict alert system operates on the same principle as the enroute system already in use at all 20 domestic centers. Conflict alert predicts the track of aircraft equipped with altitude reporting equipment. When the tracks indicate that two or more planes will arrive in the same place at the same time within 40 seconds, the alert goes off. A buzzer, the same as that used by the Minimum Safe Altitude System, and the flashing letters "CA" on the radar screen will alert controllers to potential traffic conflicts. The letters will appear just above the data blocks of the planes involved, and the identification numbers of these planes will also appear in a tabular list on the screen.

STAYING QUIET BUT SAFE

The agency is now circulating for comment proposed national safety standards spelling out when noise abatement runways can be used to keep arriving and departing aircraft away from noise sensitive areas near an airport. The standards specify the runway and weather conditions that must be met before a noise abatement runway can be used instead of one that normally would be preferred because of wind direction. The proposed standards are designed to promote the use of noise abatement runways whenever feasible, but safety will continue to be the overriding consideration. When the safety standards cannot be met, noise abatement runways cannot be used.

RADIO BEACONS BOUGHT

The agency has awarded a \$1,608,805 multi-year contract to a New England firm for 360 nondirectional radio beacons that provide navigational guidance to pilots. Nautel Maine Inc. of Bangor, Me., will provide the equipment to FAA for installation at airports and en route locations. Pilots with automatic direction finding equipment in their aircraft can use the nondirectional beacon (NDB) signal to determine their relative bearing from the station. They also can "home" in on the signal for direct guidance to or from the station. The new NDBs will be used to replace aging units that have been in the National Airspace System for more than 25 years. Deliveries will begin in 16 months and will continue over a period of four years.

TOWER CRITERIA HEARINGS

The agency will hold public hearings next month in Los Angeles, Kansas City and Washington, D.C. on alternate proposals for discontinuing Federal operation of uneconomical airport traffic control towers.

- October 4 - Los Angeles, Calif.: Convening at 9:30 a.m. and 7 p.m. at the Hyatt House Hotel, Los Angeles International Airport, 6225 West Century Blvd.
- October 7 - Kansas City, Mo.: Convening at 9:30 a.m. and 7 p.m. in Room 140, Federal Office Building, 601 East 12th Street.
- October 11 - Washington, D.C.: Convening at 9:30 a.m. and 7 p.m. in the Third Floor Auditorium, FAA Headquarters Building, 800 Independence Ave., S.W.

As previously reported in Intercom, the agency has identified 73 control towers where the operation and maintenance cost exceeds the dollar value of the computed safety benefits. FAA, therefore, is considering five policy options ranging from closing all 73 facilities to keeping them all in operation.

AUTOMATION EXPEDITED

The Indianapolis Flight Service Station is the immediate beneficiary of a recent decision to make full use of available automation systems. The Meteorological Aeronautic Presentation System (MAPS), currently in operation at the Washington FSS in Leesburg, Va., will be retained, and the somewhat more sophisticated Aviation Weather And Notice to Airmen System (AWANS) slated for Washington will be sent to Indianapolis. The MAPS was originally installed at Washington on an interim basis, but it has worked well and will continue to be used until other major stations are automated. Basically both systems are designed to increase specialist efficiency by eliminating the paper spewing teletype machines and providing weather and flight information to controllers on a cathode ray tube display.

UP, UP BUT NOT AWAY

Because FAA "very strongly" recommended that a transponder be carried on an attempted trans-Atlantic balloon flight, two aeronauts were plucked from the ocean by an Air Force helicopter only minutes after ditching in the North Atlantic last week. FAA officials first tried to dissuade Maxie L. Anderson and Ben L. Abruzzi, both of Albuquerque, N.M., from their dangerous attempt to be first across the Atlantic in a balloon. But the aeronauts persisted, so carriage of a transponder was strongly recommended. When the crisis came and the balloon was irrevocably descending, it was the transponder signals that pinpointed the silver, black and yellow craft's position after other on-board radios failed. The transponder signals from the balloon were transmitted to a NASA satellite, which relayed them to the Goddard Space Flight Center near Washington. The balloon's location was plotted, and this information was sent to USAF and Coast Guard air-sea-rescue units, which effected the rescue. There now have been 14 unsuccessful trans-Atlantic balloon crossings since 1873 and a total of five people have lost their lives as a result.

BILL MAGRUDER

William M. Magruder, who headed the SST development program for FAA from 1970 until its cancellation in 1971, died of a heart attack in Winston-Salem, N.C., on September 10. A former test pilot and aircraft designer, Magruder was Executive Vice President of Piedmont Airlines at the time of his death. He was 54.

AIR OPS UP

Chicago Center had an all time peak on September 15--7,634 operations. This was 431 more than the previous peak. Around the country, traffic seems to have recovered from the energy crunch and is now running at all-time highs. According to official FAA figures, record highs were recorded in the six-month February thru July period. Monthly averages for this period at 22 hub airports and nine selected centers were substantially above last year. At the centers the monthly average was 1,068,533 in 1977 and 923,443 in 1976. Monthly average tower operations were up from 868,342 in 1976 to 989,986 in 1977.

TEST GUIDES PUBLISHED

The agency has published the first two in a new series of written test guides for aspiring pilots and others seeking aviation ratings. The "Private Pilot-Airplane Written Test Guide" and the "Flight Instructor-Airplane Written Test Guide" are the first of 23 that will be published in a new format that will provide persons preparing for airmen written tests with a comprehensive grasp of the knowledge required for a particular rating. The new guides list 600 possible questions that might be found on FAA written tests and provides multiple choice answers without specifying which is the correct one. The 60 questions used on any written test will be drawn from the 600 in the guide. FAA believes that persons who systematically review the 600 questions and conduct the research necessary to identify the correct answers will be adequately prepared for any written test. Copies are available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402

BLOODMOBILE COMING

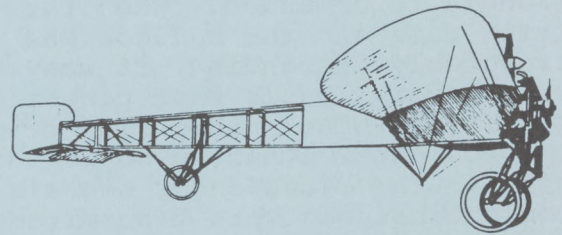
The American Red Cross Bloodmobile will be in FOB-10A, Friday, September 23rd, between 9:30 a.m. and 3:30 p.m., in the conference rooms 5 A-B-C. The Office of Aviation Medicine emphasizes that it is essential that as many give as can, so the objectives of this program will be met.

AWARDS AND REWARDS

The Air Traffic Service presented Quality Increase Awards to Gene Lawing, Marie Tapscott, Edward Ellenberger, Walter Flood, James Shipman and Special Achievement Awards to Merle Pitts, Edith Porter, Charles Stephenson and Barry Siford, as well as Quality Increase Awards to Betty Starnes, Judith Spruill, Victoria Trauger, James Tedder; and Special Achievement Awards to Peter Hudes, Maurice Taylor, Jean McLimans and Edward Bassett.

CONCERT COMING UP

The 3rd annual Department of Transportation concert featuring the U.S. Coast Guard Band will be held in the Departmental Auditorium on Tuesday, October 4 at 8 p.m. Tickets for the concert, to be held in the auditorium on Constitution Avenue between 12th and 14th Streets, are available from the Coast Guard Public Affairs Office, Room 8315, DOT Building. (A Coast Guard spokesperson told INTERCOM that tickets are intended as reminders and are not necessary for entrance.)



BLÉRIOT



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HEADQUARTERS

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

77-39 September 26, 1977

'I'M LOST, GOOD BUDDY'

A Flight Service Station specialist, center controllers, terminal controllers, a flight instructor, the pilot's wife, the police and the fire department all teamed up to keep the line of communication open to a pilot lost on the top of an overcast with only a CB radio in his plane. It went something like this: The flight instructor called Augusta, Me., FSS Specialist Lawrence Voelpert on the telephone to say he was in contact with a lost aircraft. Voelpert then got in touch with the Boston Center to locate the target. Radar controllers Lawrence Weinberg and James Blake found the single engine Cessna and began to give vectors. Their line of communication went from Boston to Voelpert in Augusta. He, in turn, called the flight instructor (See page 4)

PAY RAISE OFFICIAL

President Carter last week approved the 7.05 percent pay raise for General Schedule Federal employees. The raise will become effective with the first pay period following October 1. For most FAA employees this will be the October 9 through 22 pay period. In most instances pay checks received on or about November 1 will reflect the pay hike. The new Federal pay schedule appears on page four.

CANDIDATES PICKED FOR EXECUTIVE DEVELOPMENT

Administrator Bond has selected a group of 22 potential top level executives for the Executive Development Program. The program, which began in 1972, is open to all GS-15 managers in the Department of Transportation, and it emphasizes highly individualized development for those selected. Those chosen last week are:

- John W. Baier, Assistant Chief, ATC Automation Division, ATS. He moved up to his present job from Chief, Terminal Systems Branch in the same division. He joined the agency as a controller in the Newark TRACON in 1959;
- Roger E. Brubaker, Chief, Chicago ARTCC. He began his FAA career as a controller at the Washington Center from 1957 to 1968;
- Francis S. Carr, Chief, Satellite Branch, Communications Division, SRDS. An electrical engineer, he began his career at NAFEC in 1961;
- James H. Childers, Chief, Configuration Management Staff, AAF. He came to Washington from Minneapolis where he was Chief of the Automation Field Office;
- Harold B. Coleman, Project Manager, Ground Transportation Division, Office of the Secretary of Transportation; (See page 3)

MILEAGE RATES UP

The rate paid to Federal employees operating privately owned vehicles on official business was raised this month from 15½ to 17 cents per mile. In other changes to regulations concerning reimbursement for business travel expenses, 14 new high cost areas have been added for actual expense allowance purposes and daily rates have been increased for three areas previously designated high cost areas. Concerning travel expenses in general, the Office of Accounting and Audit reminds FAAers that employees traveling to high cost areas on an actual subsistence expense basis are required to act prudently in incurring costs. They are entitled to reimbursement only for reasonable costs for meals. Authorizing officials should satisfy themselves that employees scheduled for travel to high cost areas are aware of this constraint. Each official approving travel vouchers is responsible for assessing the reasonableness of meal costs. Approval should be denied when expenses appear exorbitant. Accounting office certifying officers will make this same assessment in processing vouchers for payment.

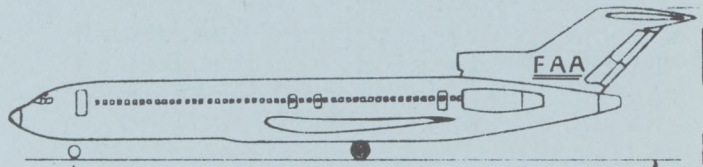
MILITARY ROUTES SHOWN

Military flight training routes will start to appear on civil aeronautical charts for the first time beginning early next year. The change is part of a joint FAA-DOD safety enhancement program aimed at regulating military flight training more closely and keeping civil pilots better informed of these activities. The military routes will appear on new sectional charts, along with their "in use" times. Moreover, flight service stations within 200 miles of the

routes can be contacted during flight for additional information. Also, the Airman's Information Manual will include a description of the military routes program with references to other aeronautical publications for more details.

JET PLANE BOUGHT

As part of the continuing program to modernize and increase the efficiency of FAA's air fleet, the agency has purchased a Boeing-727 tri-jet from Eastern Airlines for \$3.6 million. The second-hand jet, to be based at NAFEC, will replace two piston powered planes: a four-engine Douglas DC-6 and a two-engine Aero Commander 680. The plane will be used in various experimental research and development programs at NAFEC. Among the programs it is already slated to support are the ATC radar beacon programs, nav aids research and collision avoidance systems. The new acquisition, which will be designated N-40, will become the fourth 727 in the agency's fleet. Two were recently purchased for flight inspection. They are based at Honolulu and Oklahoma City. The third, also at Oklahoma City, is used for flight training. According to current plans, N-40 will be ready for flight testing and acceptance at the Eastern Airlines facility in Miami on October 17.



EXECUTIVE (From page 1)

- Richard L. Collie, Assistant Chief, Air Carrier Division, Flight Standards. He began his career in Minneapolis as an Air Carrier Operations Inspector;
- Clyde M. DeHart, Jr., Chief, Flight Standards Branch, FAA Academy. DeHart moved over to the Academy from the job of Chief of the Oklahoma City GADO;
- Lawrence C. Fortier, Jr., Chief, Operations Branch, AT Division, AWE. He was a controller from 1956 to 1962 at Las Vegas tower;
- John P. Foundos, Chief, AT Division, Office of the Budget. He was Deputy Chief at the Washington Center before coming to Headquarters;
- Benny C. Frazier, Chief, Planning and Appraisal Staff, Southern Region. Before his present job, he was Senior Staff Assistant, DOT Secretarial Representative in Atlanta.
- Alvin E. Harrison, Chief, Headquarters Aircraft Management Branch, Flight Standards. Harrison was Vice President of SFO Helicopter Airlines before he joined the agency in 1970;
- John M. Howard, Chief, Aircraft Management Branch, FS, Alaskan Region. He began his FAA career as an inspection pilot in 1970 after flying for the Air Force;
- Frederick M. Isaac, Manager, Airport District Office, Burlingame, Calif. He started as a civil engineer, AF Division, Western Region;
- Jack K. Parsons, Assistant Chief, Contracts Division, Logistics Service. He was formerly Chief of the Establishment Branch, Contracts Division.
- Kenneth C. Patterson, Assistant Chief, AT Division, Great Lakes Region. He was a controller in the Western Region from 1959 to 1971;
- Stanley P. E. Price, Chief, Socioeconomic and Specialist Projects, UMTA.
- Thomas H. Protiva, Jr., Assistant Chief, AT Division, Northwest Region. He was Chief of the tower in Atlanta before assuming his present job;
- Joseph J. Rock, Chief, Program Branch, Engineering Management Staff, NAFEC. He joined the agency in 1956 as a controller at the New York Center;
- Donald J. Schneider, Assistant Chief, AF Division, Central Region. He was Sector Manager in Olathe, Kan., before moving to the regional office.
- Sue F. Silverman, Chief, Plans and Audio Visuals Division, Office of Public Affairs. The first woman to be selected in the program, she joined the agency in 1963 as an Information Specialist;
- James F. Ulmer, Chief, Establishment Operations Branch, AF Division, Rocky Mountain Region. A civil engineer, he joined FAA's Southwest Region in 1957;
- Shelomo Wugalter, Chief, ATC Systems Command Center, ATS. He came to Washington from Chicago where he was Chief of the Chicago Center.

SAFETY GUIDANCE STRESSED

A change to Occupational Safety, Order 3900.19, was recently issued. Primarily, the change, which is change 7, provides additional guidance concerning occupational safety and health committees, safety inspection procedures, and procedures for filing and processing employee reports of unsafe conditions. It should be noted that "Page 43 (thru 66)" of the change is numbered incorrectly and should be numbered "Page 39 (thru 66)". A correction will be included in a future change to the order.

LOST From page 1)
 who called the pilot's wife who relayed the information to the pilot via CB radio. Subsequently, the plane was handed off to ATCS Arthur Brooks at the Bangor International Airport Tower, and communications were simplified. A policeman with a CB radio reported to the tower. He couldn't get his radio out of his car, but the airport fire department provided portable radios which closed the link between the police car and the controllers. And that way the non-instrument-rated pilot was lead through the marginal weather to a safe landing. Also instrumental in the flight assist were George Van Dyke, area supervisor, and John Hayes, flow controller, both of the Boston Center, and Bernard T. Morancie, team supervisor, and Richard Service, flight data specialist, from the Bangor Tower. During the month of August, 298 flight assists were reported--121 by flight service stations, 127 by towers and 50 by centers. There was a total of 467 people reported on board the aircraft involved.

ATC PROFESSIONALISM EMPHASIZED
 More than 85 ATC managers and supervisors were in Washington last week to participate in a seminar on professionalism in air traffic control. The two-day meeting kicked off "Project Professionalism," an ATC-wide program initiated by ATIS Director Raymond Belanger to reduce the number of systems errors in the ATC system. The participants heard from Deputy Administrator Quentin Taylor and Belanger, both of whom stressed the critical importance of a professional attitude and a commitment to teamwork and discipline in minimizing systems errors. The seminar participants now will pass the word to supervisors and controllers by means of seminars and briefings in their regions.

MIDDAY MATINEE

The Midday Matinee presents "Oh, How We Flew," a Western Airlines film with Cliff Robertson serving as Host and Narrator. "Oh, How We Flew" is 26 minutes long and depicts commercial aviation's sweep of progress over the past half century. The film will be shown in the FAA Auditorium on the third floor on Wednesday, September 28 and Friday, September 30 at 11:30 and 12:30 each day.

NEW FEDERAL PAY SCALES

	1	2	3	4	5	6	7	8	9	10	
GS-1	\$6,219	\$6,426	\$6,633	\$6,840	\$7,047	\$7,254	\$7,461	\$7,668	\$7,875	\$8,082	
2	7,035	7,270	7,505	7,740	7,975	8,210	8,445	8,680	8,915	9,150	
3	7,930	8,194	8,458	8,722	8,986	9,250	9,514	9,778	10,042	10,306	
4	8,902	9,199	9,496	9,793	10,090	10,387	10,684	10,981	11,278	11,575	
5	9,959	10,291	10,623	10,955	11,287	11,619	11,951	12,283	12,615	12,947	
6	11,101	11,471	11,841	12,211	12,581	12,951	13,321	13,691	14,061	14,431	
7	12,336	12,747	13,158	13,569	13,980	14,391	14,802	15,213	15,624	16,035	
8	13,662	14,117	14,572	15,027	15,482	15,937	16,392	16,847	17,302	17,757	
9	15,090	15,593	16,096	16,599	17,102	17,605	18,108	18,611	19,114	19,617	
10	16,618	17,172	17,726	18,280	18,834	19,388	19,942	20,496	21,050	21,604	
11	18,258	18,867	19,476	20,085	20,694	21,303	21,912	22,521	23,130	23,739	
12	21,883	22,612	23,341	24,070	24,799	25,528	26,257	26,986	27,715	28,444	
13	26,022	26,889	27,756	28,623	29,490	30,357	31,224	32,091	32,958	33,825	
14	30,750	31,775	32,800	33,825	34,850	35,875	36,900	37,925	38,950	39,975	
15	36,171	37,377	38,583	39,789	40,995	42,201	43,407	44,613	45,819	47,025	
16	42,423	43,837	45,251	46,665	48,079*	49,493*	50,907*	52,321*	53,735*		
17	49,696*	51,353*	53,010*	54,667*	56,324*						
18	58,245*	* The rate for employees at these levels would be limited to the rate for level V of the Executive Schedule, \$47,500.									

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

77-40 October 3, 1977

SST NOISE RULES PROPOSED

Proposals pertaining to noise generated by supersonic transports were announced at a recent news conference held by DOT Secretary Adams. Under a proposed rule expected to be issued by FAA this week, future supersonic transports operating from U.S. airports must be as quiet or quieter than present wide-body jets--in other words, they must meet FAR Part 36 standards. However, the 16 Concorde already built or building are essentially exempted from the proposed rule. The Secretary also said that SST operations at Washington's Dulles International Airport may continue under present limitations at least until final action is taken on the proposed rule; that the administration will continue to support plans for a Concorde trial period at New York/Kennedy; and that Concorde flights to 11 additional cities would be permitted--except at night--if local authorities do not ban through local noise regulations. The cities are: Anchorage, Boston, Dallas-Ft. Worth, Honolulu, Los Angeles, Miami, Houston, Chicago, Seattle, San Francisco and Philadelphia. The Secretary emphasized that the potential scheduled flights could not begin until the adoption of the final noise rule and that public comments would be solicited and evaluated before a final rule is issued.

MSAW IS OPERATIONAL AT ALL 63 TOWERS

Minimum Safe Altitude Warning (MSAW) now is operational in major towers throughout the system except at Washington's National Airport, where MSAW technicians ran into a very special problem--namely, the Washington Monument. Planes snaking down the Potomac on the National approach are briefly headed right at the monument, setting off a low altitude alarm on controllers' consoles even though the aircraft are a long and safe distance from the 555-foot-high obelisk. But now the problems have been resolved, and the low altitude warning system is expected to go operational this week at National, completing MSAW implementation at all 63 automated radar terminal system (ARTS III) locations. The warning system automatically monitors aircraft altitudes and compares them to an altitude table programmed into the ARTS III computer. When the computer detects a potentially unsafe altitude with respect to terrain or obstructions (including a national shrine) a five-second aural alarm sounds and the letters LA (Low Altitude) appear on the controller's radar scope above the appropriate aircraft target.

FAA/PATCO TALKS STALLED

Negotiations for a new labor agreement were recessed last week when it became apparent that no progress was being made at the bargaining table. No date has been set for resumption of the negotiations, but Ed Curran, the FAA chief spokesman, expressed the hope that the parties will eventually resolve their differences to the mutual satisfaction of both sides.

14 FAAers HONORED

Nine FAA employees from the Southwest to the European Region will be honored for valor and another five will receive the Secretary's Award for Meritorious Achievement at the 10th Annual Departmental Awards Ceremony, October 6. The Award for Valor is the highest Departmental award for acts of heroism or courage involving the voluntary risk to personal safety in the face of danger. The Secretary's Award is the department's second highest award and is conferred for doing an outstanding and clearly exceptional job, for perfecting new methods and procedures to accomplish a job and for displaying exceptionally outstanding leadership. Receiving the Secretary's Award are: Warren C. Sharp, Director, Airway Facilities Service, and Richard P. Skully, Director, Flight Standards Service, both of Headquarters; Robert J. Baldwin and Bud Seltenreich, Alaskan Region; and Bill J. Howard, Southwest Region. Receiving Awards for valor are: Benjamin Voss, Southwest Region; George F. Puskarich, James G. Davis and John H. Tompkins, European Region; John D. Heille, Great Lakes Region; Carl M. Rodgers, and William R. Wink, Eastern Region; Patrick L. Booth and Gordon D. Dunn, Rocky Mountain.

MLS TESTS ANNOUNCED

Administrator Bond announced last week that the agency is undertaking a major program to demonstrate the technical superiority of its Time Reference Scanning Beam Microwave Landing System (TRSB-MLS). In addition to the previously announced demonstrations at Buenos Aires and Brussels, FAA also is planning tests at New York's Kennedy Airport, Crows Landing, Calif., Montreal and either Las Vegas or Miami. Other sites also may be added. In Congressional testimony, Bond said he welcomed parallel testing of TRSB-MLS with competing systems and expressed confidence that such direct comparisons would show it is a "technically better product and will do more to promote aviation safety than any other system available today."

FLU SHOTS AVAILABLE

Influenza vaccine will be offered to people suffering from chronic health problems such as rheumatic heart disease or other cardiovascular disorders; chronic bronchopulmonary disease; renal disease; diabetes mellitus and other chronic metabolic disorders by the Office of Aviation Medicine. It will be available at Headquarters building, 800 Independence Avenue, S.W., Room 327, October 11 through 14, 9 a.m. to 3 p.m.; Washington National Airport, First Aid Branch, Room 56, October 11 through 14, 9:30 a.m. to 4:30 p.m.; and Dulles International Airport, First Aid Room G432, October 3 through 7, 7:30 a.m. to 6:30 p.m. Persons with various allergy problems should not take the inoculation.

POSITION DESCRIPTION EXPLAINED

Recently, several questions have arisen as to whether supervisors have the right to assign employees tasks that are not specifically described in their position descriptions. Apparently, certain basic misconceptions exist regarding the actual function of position descriptions and the authority of supervisors to make work assignments. It is important to remember that position descriptions reflect rather than prescribe the duties supervisors and managers assign to employees. Within the scope of their delegated authority, supervisors have the right to make work assignments to their subordinates so long as the work assigned is reasonably related to the employee's position and qualifications. For example, a supervisor may assign a GS-3 stenographer the task of delivering copies of a letter to other offices in the same building even if the employee's position description does not say, "delivers copies of letters to other offices." But it would be unreasonable to assign a GS-3 stenographer the task of solving a complex engineering problem, conducting a financial audit or diagnosing an illness in a patient. An employee's refusal to carry out a legitimate work assignment may be cause for disciplinary action. Generally, work assigned is or should be described in the position description, but there are many reasons why it may not be. For example, the unit may have received an unusual or unexpected project, or one that was not anticipated when the description was initially prepared. Another reason can be that some work is too detailed or performed too rarely to be described. A position description is usually

considered adequate if it describes the major duties and responsibilities and is written in sufficient detail so that a trained position classifier can classify the job to the proper series, title, and grade. Generally, this means that the work is described well enough so that the qualifications for the job are apparent to a person familiar with the occupation. The position description need not describe minor duties performed for a small percentage of the employee's time, incidental duties, or those not performed on a regular or recurring basis. Any further questions should be directed to the Classification Branch, APT-160, x68034.

AIRLINE DISCOUNT FARES

A memorandum has been received from the Comptroller General (CG) urging that travelers use airline discount fares when feasible. Discount fares are less costly than regular coach-class air fares. The most common form of discount fare available for most trips is the round-trip excursion fare. Round-trip excursion fares are particularly applicable for trips with known durations of 7 to 30 days. Group fares, which usually offer even more substantial savings, also may be usable. The CG points out that the requirement for advance reservations for excursion fares should not be a deterrent since there is no penalty for cancellation or change. The fare just reverts to that for regular coach travel.

SELECTING A CANDIDATE

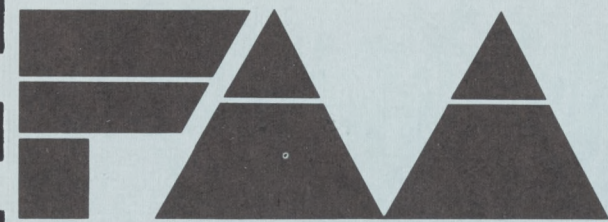
This is the fourth of five articles about the FAA Washington Headquarters Merit Promotion Program. A previous article discussed how a merit promotion panel determines which candidates' names appear on a promotion list. The next step is the selection process. The "selecting official" is the person who has the authority to select an individual to fill a position. In performing this function, the selecting official carefully reviews the qualifications of all candidates referred, whether they are promotional, ingrade/downgrade or those subject to CSC certification. The ingrade/downgrade list, which is optional at the request of the selecting official, contains the names of all the qualified bidders who are already in positions of equal or higher grade than ~~than~~ the advertised position. After reviewing the names on the promotion list and the ingrade/downgrade list, the selecting official chooses the individual who, in his or her opinion, can best perform the duties of the job. In making this determination, the selecting official may review each individual's SF-171 and performance evaluation record, conduct individual interviews and contact references and previous supervisors to acquire pertinent information. In next month's Personnel Notes, we will discuss some of the situations in which the Internal Placement Program, rather than the Merit Promotion Program, is used to fill vacant positions.

GRIEVANCE PROCEDURES

The FAA grievance system encourages all employees to resolve their problems and dissatisfactions informally at the lowest possible level. The policies and procedures are in keeping with Commission regulations contained in FPM Chapter 771, which calls for informal and formal steps in the grievance procedure. An employee can file a grievance over any matter of personal concern or dissatisfaction which is subject to the control of FAA management. In addition, an employee may grieve any matter in which she/he alleges that coercion, reprisal, or retaliation has been practiced against her/him. The specific subjects covered and excluded from the grievance procedure are outlined in FAA Order 3770.2A. Employees desiring to grieve a particular act or occurrence must do so, either orally or in writing to their immediate supervisor within 15 calendar days of the event or the date that the employee became aware of it. It is mandatory that in most cases an employee seek resolution of a problem through the informal procedure before filing a grievance under the formal procedure. Further questions concerning grievances or appeals may be addressed to the Labor Relations Branch, APT-140, x68916.

FAA/FASTA AGREE

An agreement was signed September 27, after negotiations, between the agency and the Federal Aviation Science and Technological Association (FASTA). FASTA represents approximately 8,000 airway facilities employees throughout FAA. The new 59-article labor agreement will now be forwarded to DOT for final review.



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

APA-4

77-41 October 11, 1977

FSS MODERNIZATION DETAILED

FAA expects to initiate procurement early next year for 14 computer processor systems for automation of flight service stations, Deputy Administrator Taylor stated last week in Congressional testimony. Taylor said the computer systems will be installed in 14 air route traffic control centers and will provide flight information to at least 43 of the busiest FSS locations. The systems are expected to be in place by mid-1980 and fully operational in 1981. The processor systems subsequently will be installed at the remaining six ARTCCs, according to Taylor, who added that this will "provide the necessary automation capacity to meet forecasted service demands through 1995." After the new equipment is in place, then the decisions concerning which FSSs to close and which to consolidate can be made, Taylor said. FAA currently is prohibited by Congressional action from undertaking a consolidation program through FY 1979.



FIRST ARTS II SHIPPED TO FIELD FACILITIES

The first of 73 production models of the Automated Radar Terminal System II (ARTS II) was shipped from the Burroughs Corp. plant in Downingtown, Pa., to NAFEC last week. The equipment will be used at NAFEC in the system support facility to troubleshoot problems that may occur in the field. The second production model will be shipped to the Aeronautical Center in mid-October for use in training. The first designated for an operating tower will go to Edwards AFB, Calif., in November. By next spring deliveries are expected to peak at three a week. When operational, the ARTS II will provide controllers in towers at low and medium density airports with direct radar readout of such vital flight information as aircraft identity and altitude. Although the system as delivered will not provide is similar to the ARTS III, which is used at high density traffic airports, the II will not generate aircraft speed on the controller's scope. Most of the automated systems will go to approach control or TRACON facilities, but at some towers, for instance, Casper, Wyo., where there is no TRACON, flight info will (Continued on Page 2)

A NEW WAY TO GO

An air route system which has increased both safety and capacity and also reduced fuel consumption on flights between Hawaii and the U.S. mainland will become permanent on Dec. 1, the agency announced this week. In essence, the new system increases the number of routes between the west coast and Hawaii from four to six by reducing the lateral spacing between routes from 100 to 50 miles. But, at the same time, it also requires a vertical separation of at least 1,000 ft. between aircraft on adjacent routes. FAA's decision to implement the "composite separation" technique on a permanent basis results from tests conducted over the past three years.

CABIN MATERIALS TESTED

A \$397,700 contract to develop a "combined hazard index" for use in the design of safer aircraft cabin interior materials has been awarded to Douglas Aircraft Company of Long Beach, Calif. The new method would compare the flammability, smoke and toxic gas characteristics of a burning material with physiological tolerances and establish a fire safety index or "combined hazard index" that could be used in aircraft cabin designs. The contract is the latest in a series of efforts by FAA to protect air travellers from the effects of fire, smoke and toxic gases in survivable accidents.

\$20 MILLION FOR ATC HARDWARE

The agency has awarded four contracts totalling over \$20 million for air traffic control/air navigation equipment. The contractors are:

* The Raytheon Co. of Sudbury, Mass., received \$5.5 million for 70 plan view displays, most of which will go to the San Juan, Anchorage and Honolulu centers for use with the Enroute Automated Radar Tracking System (EARTS). Other units will be delivered to domestic centers, the FAA Academy and Nellis AFB. Deliveries will be completed in two years.

* Texas Instruments Inc. of Dallas was awarded \$2.16 million for 23 displays earmarked for new operational and training positions at airport radar rooms equipped with ARTS III. Deliveries are scheduled for completion in a little over a year.

* General Signal Corporation's Cardion Electronics Division of Woodbury, N.Y., won a \$7.2 million award for 278 solid-state air traffic control radar beacon performance monitors. The equipment will be installed at terminal and enroute radar beacon facilities and will maintain a continuing check on the radar beacon's performance. Delivery of all units will take five years.

* Cardion Electronics also received a second contract for just over \$6 million for 204 DME (Distance Measuring Equipment) systems. The DME units will be collocated with various nav aids to tell pilots how far they are from the facility. Deliveries will be completed in two years.

ARTS II (from page 1)

be displayed on the tower cab BRITE screen. Prototypes of the ARTS II, built by other manufacturers, have been successfully in use at the Knoxville, Tenn., and Wilkes-Barre, Pa., towers for some time.

A NEW LOOK FOR FAA WORLD

The October issue of FAA WORLD has been redesigned cover to cover. The new look--now on its way to you-- features a variety of stories from agency activities in the realm of parachuting and the high-altitude ozone problem to an FAAer who likes to photograph wild animals face to face, as well as the regular departments. Read it; you'll like it.

AAT & AAF CANCEL ORDERS

The following orders are being canceled by Air Traffic Service: 7480.3. Air Traffic Control Input Considerations in the Planning of Airport Improvements. Coordination with the regional directors indicated this order has served its purpose and is no longer necessary.

6180.2C. Recording and Distribution of Service B APULS Coding and BDIS Program. APULS units are no longer in use and BDIS relay centers have been decommissioned. This order is now obsolete.

7110.64. Ground Proximity Warning System - Glide Slope Deviation Mode Tests. Tests are no longer required since the systems are now proven for installation and use.

7710.1 Model Aircraft Activity; Advisory Circular No. 91-34. Activity as a result of this order has been minimum and the order is no longer required.

Cancellation of AAF Orders:

3900.10. Safety Alert - Use of silver Solder and Cylinders of Nitrogen Gas in Maintenance of Air Conditioning Equipments.

6360.4, Siting Criteria for Air Traffic Control Radar Beacon System (ATCRBS).

ATCA AWARDS ANNOUNCED

For outstanding performance generally and for an outstanding flight assist which prevented a potential midair between two commercial jets, Warren C. Wright of the Memphis Center has been selected by the Air Traffic Control Association for its George W. Kriske Memorial Award--Second Place. (First place went to an Army controller.) FAA facilities also were first and third for the Earl F. Ward Memorial Award. First was the Des Moines Tower. Controllers and others at this facility were cited for consistently providing exceptional service to the users while coping with the problems of transitioning to a new control tower. The third place winner, the Pensacola Radar ATC Facility, was cited for providing outstanding service to users in a high density military training area. Other awards won by FAAers were: Special Medallion Award: Pensacola ATC Facility; ATCA Merit Citation: FAA Central Region Special Working Group; and Technical Writing Awards: H.O. Adams, Washington Headquarters, second place for an article on fuel starvation, and Herbert A. Wachsman, Washington Hq., third place for an article on automated processing of instrument approach procedures. The awards will be presented at ATCA's 22nd Annual Awards Banquet--featuring an address by Deputy Administrator Taylor--in Las Vegas on October 13.

NEED CHILD CARE?

The employees of HUD invite you to register your child for possible enrollment in HUD's new Child Care Center. The Center will open this fall and will offer limited vacancies to children of non-HUD employees. The HUD Child Care Center is located in the basement of the north end of the HUD building and includes an outdoor play area near the L'Enfant Plaza entrance. The Center will be in operation on Monday through Friday, excluding holidays, from 8:15 a.m. to 5:45 p.m. Sixty children from 2-1/2 to 5 years of age will participate in a high quality educational program. Hot lunches will also be provided. Fees ranging from \$28 to \$42.50 per week depend upon family income. The HUD Child Care Center is a non-profit employee corporation. Costs of operation of the Center are borne entirely by parent fees and fund raising activities. Volunteers are needed to build equipment, raise funds and work on budget and management committees. If you wish to enroll your child, please contact Susan Judd, HUD Child Care Center, Dept. of HUD, Room 9228, 451-7th St., SW., phone 755-5770. Applications will be accepted on a first-come, first-served basis.

**HEALTH WORKSHOP PART II:
BREAST CANCER**

On Wed., October 12, Dr. John C. Bailor III, will discuss the detection and treatment of breast cancer at a workshop open to all headquarters employees in Conference Rooms 7ABC (12:00). Bailor serves now as editor-in-chief of the Journal of the National Cancer Institute. On October 13 and 14 a six minute film on breast self-examination will be shown continuously in Conference Room 7C from 10 a.m. to 2 p.m. The American Cancer

Society will provide a self-instruction model for employee inspection after viewing the film. Additional workshops are scheduled for Oct. 19 (Gynecologic Cancer) and on Oct. 26 (Psychological and Societal Aspects of Cancer Management). The Health Workshop Series is sponsored by the Women's Program Committee for headquarters.

WAR I FLIGHT FILMS SHOWING

World War I aviation films and a presentation by the man who made the first radio telescope will highlight the free evening programs at the Smithsonian's National Air and Space Museum. Film Series will be presented Thursday evenings in October at 7:30 p.m. in the Museum's Theater. No reservations or tickets are required. Upcoming films are:

* October 13 THE EAGLE AND THE HAWK (1933) Frederic March, Cary Grant, directed by S. Walker and M. Leisen.

* October 20 WINGS (1927) Buddy Rogers, Richard Arlen, Clara Bow, directed by W. A. Wellman

* October 27 HELL IN THE HEAVENS (1934) Warner Baxter, directed by John Blystone.

Upcoming Wednesday night lectures include:

October 19 - "Toward Our Cosmic Future: An Overview." Speaker: Eric Burgess, noted author and journalist.

October 26 - "Tools of Tomorrow." Speaker: Jesco von Puttkamer, NASA's Office of Space Flight. Both will begin at 8 p.m.

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FAA

INTERCOM

HEADQUARTERSDEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

77-42 October 17, 1977

REEF RUNWAY OPENS

"Honolulu Tower--Runway Eight Right is now operational." This cryptic message from Pacific Region Director Robert Ziegler officially opened the new Reef Runway at Honolulu International Airport on October 14. Moments after he transmitted the message over a portable radio, a United Air Line Boeing 747 roared down the 12,000-foot strip of concrete and took to the air on a flight to San Francisco. The nation's first offshore runway--a massive and expensive piece of engineering--was in business, some five years after construction had begun. The new Reef Runway parallels Runway Eight Left but lies 6,700 feet seaward. Built in Keehi Lagoon, where seaplanes once operated, it is 10 feet above the ocean and almost completely surrounded by water. One of the principal benefits of the new runway is that it will permit heavy jet aircraft to avoid overflights of populated areas, thus, reducing the noise impact on airport neighborhoods. Even so, the construction project had to overcome many legal challenges from environmental groups until the matter finally was settled by the Supreme Court in January 1974. Total cost of the project was \$85 million of which FAA contributed \$46 million in ADAP money.

BOND SETS COURSE FOR MANAGEMENT/LABOR RELATIONS

A new labor relations poster, featuring a statement of personal commitment from Administrator Bond, will be ready for distribution to agency facilities in the near future. The Administrator says: "I want to emphasize to FAA supervisors and employees my support of the Federal Labor-Management Relations Program and the provisions of Executive Order 11491 (Labor-Management Relations in the Federal Service). Since the start of the program, labor unions have made a meaningful contribution to the development of personnel policies and practices. It is clear that constructive relationships with labor unions can produce mutually beneficial results. I ask, therefore, that all members of the FAA management team carry out their responsibilities in the labor-management relations program with good faith and in a mature and reasonable manner. I am confident that union representatives will respond in kind."

NO LOITERING

Deer and antelope may be at "Home on the Range," but FAA thinks they have no business hanging around airports. So the agency this month will begin testing chemical repellents designed to keep these creatures of the wild off airport runways. The testing will be done (Continued on page 2)

AIRNAV SYSTEM STUDIED

The agency has begun a study of en route navigation in the continental United States to develop an improved analytical method for determining the safest and most efficient lateral (side-by-side) separation criteria for aircraft operating on VOR air routes. The ultimate objective is to assure continued aviation safety as use of these routes continues to increase. FAA stressed that the purpose of the study is to observe the overall operation of the navigation system, not to evaluate the performance of individual users. The study is being coordinated with a Separation Study Review Group, formed by the Radio Technical Commission for Aeronautics, with membership provided by the various segments of the U.S. aviation industry.

ADAMS BACKS ONE TRUST FUND

Secretary Adams has called upon the Congress to create a consolidated national transportation account which he says is necessary to meet America's evolving transportation requirements. This would consolidate various other trust funds--for instance, aviation and highway--now in existence. The Secretary told a Senate subcommittee that a task force of senior DOT officials has reviewed departmental grant programs and found a need for greater flexibility in the use of funds, more uniformity in matching ratios, determination of appropriate grant recipients based on proven performance, streamlining and consolidating the planning process and development of distribution formulas which more accurately reflect transportation needs. The Secretary said he believes these themes can serve as the framework for developing specific legislative and administrative proposals.

DON'T LOOK--JUST FLY

The pilot was told not to look out of the windows. Controllers cautioned the non-instrument-rated flyer to keep his eyes on the instruments. "Let your wife look out of the window. She can tell when the ground is clearly in sight." Controllers Ronald Foster, Michael Powers, Gerald Christopher and Gregory Coldru, all of the Des Moines Tower, gave the pilot a choice. Either he could fly to an alternative airport in marginal weather or he could descend through 2,000 feet of cloud to Des Moines. After a short pause, he chose to land at Des Moines where controllers led him to the runway with radar. During the month of September, 302 flight assists were reported--126 by flight service stations, 97 by towers and 79 by centers. There were a total of 436 people reported on board the aircraft involved.

LOITERING

(From page 1)
at the NAFEC airport in Pomona, N.J., but the results will have application to all airports in rural surroundings where deer strikes by aircraft are a continuing problem. Plans call for a crop duster to spread the chemical repellent over a 2,000-foot swath along each side of the airport's three runways. The first repellent to be tested will be Thiram, an EPA-approved powder that is harmless to humans and deer but doesn't do anything for the appetite of either. The powder will be mixed with a polymer substance to protect it from the effects of weather and prolong its useful life. Cost of the project is expected to be under \$2,000.

L.A. AIRPORT SAVED

DOT Secretary Adams has announced that \$35.5 million in Federal funds will be used to help finance the purchase of Hollywood-Burbank Airport by a joint authority representing the communities of Burbank, Pasadena and Glendale. The Federal funding, which will be allocated over a three-year period, will permit the airport to remain open and continue to serve the Los Angeles area. The current owner, the Lockheed Aircraft Corp., had planned to close the facility on December 31 if it could not be sold to a public agency.

PROPOSED SST NOISE RULES ISSUED

Following up on an announcement by Secretary Adams at a September 23 press conference, the agency last week issued a proposed rule which would require all SSTs except the 16 Concorde already flying or in production to meet Federal noise standards. However, the proposed rule would ban night time Concorde operations at U.S. airports. Also, the proposal would prohibit any modifications of Concorde serving the U.S. that would increase their present noise levels. In addition, the proposal would allow airport proprietors to limit or prohibit flights by particular airplanes, such as the Concorde, provided their regulations "are not unjustly discriminatory and do not impose an undue burden on interstate or foreign commerce." With regard to future-design SSTs, FAA said they would be required to meet, as a minimum, the same noise standards applied in the certification of the new generation of wide-body subsonic jets. Moreover, even more stringent noise standards may apply if the state of the art permits. FAA's proposed rule also would extend the present regulation prohibiting civil aircraft from

generating sonic booms in U.S. airspace to include flights outside U.S. territorial limits by aircraft arriving and departing U.S. airports.

ICAO SEEKING APPLICANTS

The following assignment is now available with the International Civil Aviation Organization (ICAO). Top Level Post in Bangkok: PC-29/77 2 years - Salary range: P-0, Gross: \$43,890-\$52,450 per annum and Net (free of tax): \$26,931-\$30,671 per annum without dependents and \$29,245-\$33,456 per annum with dependents. Qualifications Required: University degree or equivalent academic qualifications. Extensive senior level executive responsibility related to the air navigation facilities and services of a civil aviation administration or international airline. Sound experience in the planning, direction and administration of technical programs and in high level negotiations with governmental or airline authorities. Knowledge of ICAO functions and organization in the technical and economic fields with particular emphasis on regional and organization matters. Applications due in AIA-19 by November 25, 1977. Montreal 2 years: PC-28/77 Chief, French Section, P-5, Gross: \$38,190 per annum and Net (free of tax): \$24,298 per annum without dependents and \$26,299 per annum with dependents. Language Requirement: A complete command of French as the native tongue, or the language used for the purpose of education, including an intimate knowledge of its syntax and stylistics. A working knowledge of Russian or Spanish desirable. Applications due in AIA-19 by 11/25/77.

THAT'S THE SPIRIT

The Spirit of St. Louis is coming to Washington this weekend. A replica of the plane (the original is in the National Air and Space Museum) flown across the Atlantic solo by Charles Lindbergh in May 1927 is scheduled to touch down at Dulles International Airport at 1:30 p.m. October 23. The plane, built by the Experimental Aircraft Association, will be on display until approximately 10 p.m. The next day, October 24, it will be on display at College Park airport in suburban Maryland. Touchdown there is scheduled for 11 p.m. providing the weather is VFR.

CERTIFIED PROFESSIONAL SECRETARIES

All Federal employees who are interested in learning more about Certified Public Secretaries--how to become one or how to hire one--are invited to attend the next monthly brown-bag lunch meeting of the Southwest D.C. Chapter of Federally Employed Women. The speaker will be Margaret Hushelpeck of the National Secretaries Association. To become a CPS, one must pass a national examination that is given once each year in May. Registration to take the exam must be made by December 1. Further information will be available from the speaker. The business meeting begins promptly at noon, the speaker begins at 12:30 or earlier, and the program will be concluded by 1 p.m. The meeting will take place on October 19 in Room 10330, Nassif Building at 7th and D Streets. For further information, call Delores Gresham, x54136, or Louisa Stimpert, x63785.

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HEALTH TIPS AVAILABLE

The third in the current series of health maintenance seminars being presented by the Women's Program Committee will be held on October 19 at 12 noon in FOB 10A conference room 7 A, B & C. This week's session will concentrate on:

- Gynecologic Cancer--Detection and Treatment, Dr. Larry McGowen, Director of the Division of Gynecologic Oncology, George Washington University Medical Center.

CFC TIME IS HERE

The 14th Annual Combined Federal Campaign will get rolling at FAA Headquarters October 18 with a kickoff speech by Administrator Bond to Office and Service Directors and key campaign workers in the FAA auditorium. The CFC campaign is a once-a-year plea to Federal employees to respond to the growing and critical needs of people served by the 144 voluntary health and social service agencies in the United Way of the National Capital Area, 12 national health agencies and six international service agencies. Donations to the campaign are distributed to these three groups and they share campaign and administrative expenses which last year amounted to only 3.46 percent of donations.

ATF ANALYST HONORED

Mr. Edward Hanlon, Program Analyst on the Program Management Staff in the Office of the Associate Administrator for Air Traffic and Airway Facilities, was presented a Special Achievement Award by Deputy Administrator Quentin S. Taylor last month. The Award cited Hanlon's contributions to the Microwave Landing System (MLS) program.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

77-43 October 25, 1977

LATEST RULEMAKING ACTION

FAA has initiated rulemaking to deal with the problem of ozone irritation on high-altitude airline flights and to abolish the requirement for flight plans on operations into Canada and Mexico. The agency also has withdrawn a proposed rule which would have increased the frequency of line checks for airline pilots and permitted these checks to be made electronically with an Advanced Flight Monitoring System.

* Ozone was identified early this year as the cause of eye, nose and throat irritation on some high-altitude, long range airline flights. In an effort to resolve this problem, the agency has issued an advance notice of proposed rule making asking for public comments on such items as ozone forecasting techniques, operating procedures for avoiding ozone concentrations and aircraft design changes to prevent exposure. Comments on the need for passenger warnings about possible ozone exposure also are being solicited.

* The flight plan requirement for border crossings by aircraft was adopted by FAA in 1973 as part of a concentrated Federal campaign against drug smuggling. But FAA said experience has shown that the regulation is (Continued on page 3)

AUTOMATED APPROACHES TESTED AT CENTERS

Automated sequencing of planes on approach to area airports is currently being tested at the Denver and Fort Worth en route Centers. High altitude aircraft are held, when traffic necessitates, at one of four fixes in the terminal area. These planes then leave the fixes and begin their descent to the runway threshold according to a schedule worked out by a computer which uses the aircraft's ground speed, course and other flight information. Previously, controllers had to go through the time consuming task of working out the approach time of various planes flying at different speeds. Automating this essential operation helps insure there will be no conflict in the terminal area, is more accurate than the manual method and enables controllers to tell pilots exactly when they will be able to leave the fix. The Denver and Fort Worth controllers were aided by controllers from the New York Center in developing the system.

STRIVING FOR QUIET

A cost-sharing contract to develop a full scale mixer that will reduce both the noise and fuel consumption of the engines used on most intermediate-range jet aircraft has been awarded by the agency. United Technologies Corporation's Pratt and Whitney Aircraft Group of East Hartford, Conn., will pay \$450,300 as its share of the joint effort and FAA will pay \$1,449,700.

Pratt and Whitney will develop an internal mixer for use on present and future JT8D jet engines, which power the Boeing 727 and 737 as well as the McDonnell/Douglas DC-9. The mixer will be located behind the turbine stage in the engine and blend the exhaust from the engine core with the lower temperature, lower velocity air flow from the fan by-pass ducts. The end result will be to cut noise level and slightly lower fuel consumption.

JOSEPH A. FOSTER

Joseph A. Foster, 62, Assistant Administrator for Airports Programs, died of a heart attack on October 20 at his home in Reston, Va. Mr. Foster served as Director of aviation for the city of Houston for 19 years before joining FAA as an assistant administrator in 1976.

BOND RULES ON SECTORS

Both engineers and technicians will continue to be able to bid on Airway Facilities sector manager and assistant manager jobs as a result of a decision made last week by Administrator Bond. Before coming to this decision, the Administrator was given a detailed briefing on the advantages and disadvantages which would result from implementation of a proposal to require all Sector Managers and Assistant Sector Managers to be engineers.

MLS SOUTH OF THE BORDER

A giant Air Force C-5A landed at NAFEC last week, opened its nose and ingested 82,000 pounds of microwave landing system (MLS) equipment and 12 NAFEC engineers and technicians. The destination was Buenos Aires, Argentina. FAA will demonstrate two MLS units, both employing the time reference scanning beam (TRSB)- technique, during a meeting of an Organization of American States technical group in the Argentine Capitol beginning October 31. The demonstration is the first in a series planned in both the U.S. and abroad over the next six months to acquaint representatives of ICAO member states with the TRSB system recommended by the ICAO All-Weather Operations Panel for the international standards. The full membership of ICAO will meet in Montreal in April to act on the Panel's recommendation.

METRIC WEATHER DELAYED

Water in the United States still freezes when temperatures drop to 32 degrees and boils when they rise to 212, and that's the way it's going to stay for a while. The National Weather Service had been planning to convert entirely to metrics in January 1979 and, among other changes, only Celsius temperatures would have been reported, i.e., water freezes at zero and boils at 100 degrees. But the conversion date has been put off indefinitely and the Fahrenheit scale has a new lease on life. The National Metric Board, to be appointed by the President, will ultimately make the decisions about change-over dates.

RULEMAKING (From page 1)
in large measure duplicated by other anti-smuggling rules and could be rescinded without adversely affecting efforts to stem the illegal drug trade. Therefore, the agency has issued a notice of proposed rule making which would do just that.

* In withdrawing the proposed rule on airline pilot line checks, FAA agreed with the arguments of various operators that an "Advanced Flight Monitoring System program has not been sufficiently perfected to serve as an adequate substitute for the current system of checking pilot performance in flight." However, the agency added that it still believes that the current line check requirements should be improved and will continue efforts to determine the most appropriate method of achieving that objective.

CTA NOT A TRUST FUND

Last week's story "Adams Backs One Trust Fund," may have been misleading to some readers. Actually, the Secretary backed a single consolidated transportation account (CTA). The CTA would bring together various DOT-administered Federal grant programs--some of which are fed by trust fund mechanisms. There is no intent to combine trust funds in this Departmental proposal.

CLOCKWATCHERS, MOVE IT

Clocks should be turned back one hour at 2 a.m., Sunday, October 30, ending six months of daylight saving time as most of the country reverts to standard time. If you find it difficult to get up at that time of morning, set your clock back before you go to bed on Saturday, and get an extra hour of sleep Sunday. If you are one of the FAA employees who happens to be working at the time of the changeover you will receive night differential and overtime for working the extra hour. The pay of those on leave or using compensatory time will be unaffected.

TOWER BECOMES CLASSROOM

The Lake Hood, Alaska, control tower no longer can be found on the list of FAA real estate holdings. When the agency commissioned the new control tower at Anchorage International to handle all operations in the terminal area, the 54-foot-high tower at near-by Lake Hood became surplus. So the agency put it on the auction block, and the response was underwhelming--one cash bid totalling \$1. As a result, FAA ended up donating the structure to the city of Anchorage "for educational and historical purposes." All the city has to do is remove it. But, if you're still in the market for a tower, all is not lost. FAA also has a "For Sale" sign on the 74-foot-high structure that formerly was the main tower at Anchorage International. It was replaced by a spanking new 165-foot-high tower in July.

CONCORDE MONITORING AT JFK

When the Concorde SST flew into New York's Kennedy Airport last week on the first of a series of proving flights, the agency was there with its "black boxes" to record the aircraft's noise levels. FAA noise monitoring units have been installed at seven sites in communities surrounding the airport, and this equipment will measure the noise levels of all aircraft overflights--not just the Concorde--24 hours a day, seven days a week. It even will record other community noise events such as automobile and truck traffic. A noise complaint center also is being established to handle phone calls from the public, and this facility will be expanded when regularly-scheduled commercial service begins on November 22.

SAFETY PROGRAM OFFERED

Learning why people are the basic cause of most accidents in our "manmade" world and how to correct this trend is one of the subjects of discussion in the University of Southern California's unique Master of Science in Safety degree program starting November 14, 1977.

Dr. Stanley R. Mohler, Chief, Medical Applications Division, will teach Human Factors in Accident Causation covering human tolerance and stress, mechanics of injury, fatigue, emotional stress, group coordination, human response, environment control, and many other related topics. Case studies of accidents will be used to tie together the importance of human factors as they relate to design requirements and personnel management problems. There are no prerequisites to joining this class and most students get tuition assistance since this type of education is considered job related, for professional enhancement, or for anticipated job requirements under the Government Employees Training Act of 1958. This course is one of three being taught two evenings a week at the Forrestal Building between 5:30 and 8:30 p.m. during the two-month Winter term in the local U.S.C. master's degree program. The other two course offerings are: Experimental Design and Safety Research and Management of Accident Prevention Programs. For further information and a kit containing full details call 521-5025.

AWARDS AND REWARDS

The Airway Facilities Service presented Quality Within-Grade Increase to Louise Christie and Jimmy Tucker. Walter Owens received an Outstanding

Performance Award and Special Achievement Awards were given to Glenda Barnes, Dorothy Bailey, Kimberly Settles, Mary Weeks, Jacqueline Bowens, Karen Sangren, Toni Frazier, Delores Mathews, Carolyn Gray and Marvin Switzer. The Logistics Service has presented a Quality Within-Grade Increase to Daniel J. McGrath, William Burgess, Jr., Thomas P. Angelo, and Special Achievement Awards to Billy E. Stewart, Gloria J. Thompson, Mary A. Shaughnessy and David Bonner. The Flight Standard Service presented a Quality Within-Grade Increase to Patricia M. Jennison, Arthur L. Warren, Jr., Marion Denise King, Evelyn K. Bevis, Sally S. Ryberg, Janet L. Halbert, Susan M. Yagoda, Chester A. Bush, Hazel M. Robinson, Richard Collie and Jeanne L. Hinton; and Special Achievement Award too Aileen Childers. The Office of Accounting and Audit presented Quality Increase Awards to Catherine L. Randall and Ponjola V. Short, and a Special Achievement Honorary Award to Ralph D. Dunavant prior to his retirement.

CFC DRIVE IN GEAR

The Combined Federal Campaign is on and a new film will be showing in the FAA auditorium to celebrate the fact. It is a new 10-minute film produced in the National Capital Area to show how contributions made here are working here as well as around the world. This 10-minute film, "Giving to People," will be shown in the FAA auditorium on Friday, October 28, and Friday, November 4, at 11:30 a.m., 12 noon, and 12:30 p.m.

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FAA INTERCOM

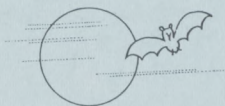
HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

77-44 October 31, 1977

GENERAL AV GOALS SET

Speaking before the Aircraft Owners and Pilots Association at the annual Plantation Party in Hollywood, Fla., Administrator Bond set three specific goals for the agency's general aviation program. "(1) To hold down the cost of flying, particularly those costs that are incurred due to so-called 'system' requirements; (2) to reduce bureaucratic intervention and complexity in FAA operations; and, (3) to improve FAA accountability in responding to general aviation needs." The Administrator also said that FAA is cutting down on the public reporting burden in accordance with the President's guidelines. In order to collect data about aircraft use, random inquiries will be made of a few owners. The agency no longer will request every owner to report activity information. Speaking of flight service station modernization, the Administrator said that the agency is proceeding with the evaluation of the hub FSS concept at Leesburg, Va., and plans "to automate approximately 40 of our busiest FSSs over the next several years."



OUTSTANDING FAAers CITED BY AOPA

William D. Lower of the Sacramento, Calif., Flight Service Station and Steven B. Gibby of San Diego's Lindbergh Airport Control Tower were selected this month as the Aircraft Owners and Pilots Association's FSS specialist and controller of the year. Lower was following the progress of a pilot who had encountered strong headwinds when he realized the airman had become disoriented. As darkness fell, Lower took over and guided the pilot to a safe landing at an alternate field. Lower also was commended for preparing, on his own time and with his own materials, an aviation safety slide presentation which he showed to over 700 area pilots.... Gibby was alone on the midnight shift when a plane crashed into the ocean four miles offshore. Although the flight had not been under his control, he had been watching its progress on radar and marked the point where the target disappeared. Gibby then directed a Coast Guard rescue helicopter to the area. Despite the restricted visibility in rain and fog, the rescue helicopter quickly located the downed plane and picked up the two surviving occupants. The AOPA "Meritorious Awards for Outstanding Service to General Aviation" were presented to the FAAers at the annual Industry Exhibits and Plantation Party in Hollywood, Fla., in late October.

FAA WANTS TO KNOW

Effective November 30, anyone leasing a large U.S. civil aircraft must notify the nearest FAA Flight Standards Office by telephone or in person at least 48 hours prior to the scheduled first flight of that aircraft. The new requirement will allow FAA safety inspectors time to conduct preflight surveillance or inspections as necessary. The new rule was adopted because the current requirement provides only that a copy of the lease or contract will be mailed to the FAA Aircraft Registry in Oklahoma City within 24 hours of its execution. In many instances, FAA received a copy of the lease after flight operations under the agreement were completed. This did not provide time for FAA preflight surveillance to ensure the level of safety intended by the "truth-in-leasing" rule.

ENGINE MEETING SET

The agenda and a list of 131 proposed rule changes for the January 16-20 regulatory review conference on aircraft engines are now available. The week-long meeting at the Los Angeles International Airport is aimed at updating the airworthiness regulations for engines to reflect recent service experience and the current state of the art. It also will serve as a forum for resolving regulatory issues raised by engine manufacturers and others.

ORDER CANCELLED

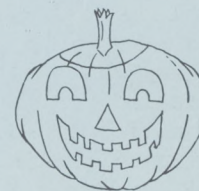
The following order has been canceled by the Office of Budget: Order 2500.44B, Call For Estimates - Civil Supersonic Aircraft Development Programs. Notice of cancellation will appear in the canceled order section of the October 1977 revision of the Washington Headquarters Directives Checklist.

HELPING AIRPORT DESIGNERS

Material to guide planners and designers of terminal facilities at smaller airline airports will be developed under a contract awarded by the agency recently. The contract calls for Arnold Thompson Associates, Inc. of Riverside, Conn., to prepare an advisory circular that will provide information and suggest ways for allocating space and siting facilities at airport terminals that enplane less than 100,000 passengers annually. Guidelines will include recommendations on such items as loading gates, public areas, airline space and facility requirements, concession and office space allotment, building utilities, and parking areas. The advisory circular should be available in mid-1978.

USE OR LOSE LEAVE

Remember that your "use or lose" annual leave must be scheduled and approved in writing before November 20. Managers are reminded that if exigencies of public business prevent employees from taking approved use or lose annual leave, a determination of a critical need affecting the public business must be obtained from the designated agency official prior to the cancellation of approved leave in order that such unused leave may be restored to the employee's leave account. Guidance is available in agency Handbook 3600.4, Absence and Leave, Chapter 2, paragraph 15. Questions should be directed to your personnel Office.



ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO).
MONTREAL 2 yrs: PC-31/77 Economist = Forecasting and Economic Planning, P-4, Gross: \$29,940 per annum and Net (free of tax): \$20,209 without dependents and \$21,756 with dependents per annum. PC-32/77 Language Officer (Translator), P-3, Gross: \$23,910 per annum and Net (free of tax): \$18,193 without dependents and \$24,083 with dependents per annum. LANGUAGE REQUIREMENT: Russian native tongue, or the language used for the purpose of education. Ability to write and progressive ability to revise Russian translations, with a thorough knowledge of syntax and stylistics essential. A working knowledge of French or Spanish would be valuable additional qualification. Applications due in AIA-19 by 12/8/77 and 12/22/77, respectively. Additional information about duties, salary, qualifications, and benefits is available at your personnel office. Federal employees accepting ICAO assignments are entitled to restoration rights.

PLANES CAN BE USED

A proposal to impose a cut-off date on the use of some small aircraft by commuter airlines and other air taxi and commercial operators has been withdrawn by the agency. The agency has issued an alternate proposal--to develop additional data on what time limits, if any, should be placed on the use of these aircraft. The planes involved are propeller-driven aircraft, seating 10 or more passengers, which have not been certificated in the transport category. The proposed regulation would have barred their use after June 30, 1984.

MLS STILL BEING TESTED

The United States and the United Kingdom will conduct comparative tests and demonstrations of their respective microwave landing system (MLS) techniques at New York's John F. Kennedy International Airport, the agency announced last week. In addition, FAA will run MLS trials at Brussels and Kristiansand, Norway, sites previously used by the British, in order to provide additional comparative data. Results of the comparative trials should resolve any remaining questions about the respective merits of the U.S. and British systems. The U.S. Time Reference Scanning Beam (TRSB) technique and the British Doppler technique are the two leading candidates for adoption by the International Civil Aviation Organization as the world standard for an advanced all-weather precision landing system.

REVIEW PERSONNEL RECORDS

All employees are entitled to the opportunity to review their Official Personnel Folders (OPF) and their automated personnel records to ensure that the information contained in those sources is correct and accurate. This is especially important because information from such records can possibly be used to make determinations about the employee or could be disclosed under routine requests from outside the Department of Transportation. Such inspections can be made by making an appointment in advance with the Personnel Management Operations Division to review your OPF or automated records. Appointments can be made by calling the Records Section. For your OPF, call Ext. 68120 or for your automated records, Ext. 54924.

UPWARD MOBILITY WINNERS

Final selections have been made. Congratulations are in order for: Beverly Bond, AAT-510; Aileen Childers, AFS-10; Eugene Cunningham, AMA-113; Carolyn Gray, AAF-630; Doris Harmon, AAP-500; Emily Jones, AAA-250; Ruby Jones, ARD-350; Lenora Jordan, APT-10; Yolanda Molock, ACR-2; Judy Morrill, AEQ-200; Neal Phillips, AMA-113; Laurence Silvious, AMA-113; Judith Street, AAP-720; Denise Yorkshire, AAM-230. Participants are scheduled to begin training for their target positions in November 1977. We would like to take this opportunity to wish them the best of luck in their new careers.

AIR TRAFFIC CONTROL TEST

The Eastern Region Personnel Management Division will give an Air Traffic Control Examination on November 11 to career or career-conditional employees. The exam will be given on a non-competitive basis to employees who are eligible for a GS-7 and who are interested in becoming air traffic controllers. Testing will begin at 10 a.m. in the Nassif Building, Room 4234. In addition, an orientation session will be given on Saturday, November 5, 10 a.m., in FOB 10A. All interested individuals should contact the Personnel Management Operations Division on 63229.

HOLDING MAGAZINES?

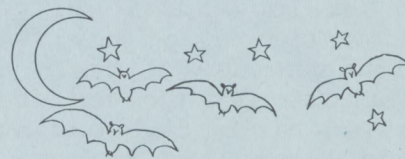
Check Your "In Box." Some readers who receive periodicals regularly have complained to the Library that others on the list are holding issues too long. Everyone likes timely information, so please pass the magazines on as soon as possible. Your help will be appreciated.

LIGHT SHOW ACROSS STREET

The National Air and Space Museum's Albert Einstein Spacearium will present "Astral Perceptions," a unique multi-media lightshow, every Friday, Saturday and Sunday evening in November. The first such presentation in the Washington area combines films, slides, videotapes and music to immerse the audience in a journey through time and space. This unusual use of the Museum's planetarium dome will surround the viewer with powerful visual images enhanced by special goggles which create a three-dimensional effect. Show times are 7:30, 8:45 and 10 p.m., Friday and Saturday in November, tickets at \$2.50 per person.

BOMBS KILL

Last week FOB-10A was evacuated in response to a bomb threat which later proved to be false. But, the evacuation of the building took more than 12 minutes which is much too long. Wardens reported that some persons refused to leave the building and hid in restrooms. This is among the worst places to be since bombs are often left in restrooms. For your own safety, when the alarm sounds, evacuate the building, move out of the lobby and away from any glass doors. Remember, bombs are real; they explode. The sounding of the gong means just one thing: *evacuate immediately.*



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FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

77-45 November 7, 1977

SHOULD TOWERS CLOSE?

The period for public comments on whether to close certain air traffic control towers has been extended to the end of the year. Essentially the agency has proposed tightening "discontinuance criteria" so that "uneconomic" ATC towers could be closed. Immediately affected by the proposal, which suggests five alternative courses of action, are 71 of the agency's 425 ATC towers. Besides soliciting written comments, FAA is holding an additional public meeting on the subject in Atlanta on November 15. Similar meetings were held last month in Los Angeles, Kansas City and Washington, D.C.

FASTA AND FAA AGREE

The new labor agreement with the Federal Aviation Science and Technological Association (FASTA) becomes effective on December 1, 1977. Briefings for AF managers and labor relations representatives on the content and meaning of the 58-article agreement are now under way. The briefing sessions are being given by members of the negotiating team and will be offered in all mainland regions. FASTA represents some 8,000 nonsupervisory airway facilities employees throughout the FAA. It has been the union for this group since 1976.

DOT SECRETARY ADAMS URGES AIRPORT SCREENING

Transportation Secretary Adams promised the International Civil Aviation Organization (ICAO) last week that DOT/FAA would provide technical information and advice on airport security to other nations "within the limits of existing resources." Speaking in Montreal, Adams urged adoption of ICAO standards to ensure that "all passengers and all carry-on baggage are screened everywhere and every time, and that this should apply to all airline flights, foreign and domestic." The Secretary said that 20 of the 28 hijackings which have taken place this year worldwide could be attributed to failures in screening procedures. He added, "It is significant to note that, since strengthened U.S. security measures went into effect at the start of 1973, not a single hijacking incident has occurred attributable to failure to detect guns and weapons in the screening process." The Secretary also asked the international group to adhere to standards and recommendations developed at previous ICAO conventions concerning prevention of airline hijacking and the elimination of "safe havens," countries where hijackers can land without being prosecuted or extradited.

LET'S HOLD IT AT 55

If you break the 55 miles-per-hour speed limit in a Government vehicle, you may find yourself in trouble with FAA as well as with local law enforcement agencies. Secretary Adams believes that DOT efforts to promote nationwide adherence with the 55 mph speed limit are severely compromised by employees who speed in DOT vehicles. So he's directed the modal administrators to take appropriate action to assure that employees comply fully with the speed limit and abide by other fuel conservation guidelines while on official duty. Guidelines outlined by the secretary include:

- (1) Do not idle engine for long periods of time. Limit idle time to no more than one minute when the vehicle is parked.
- (2) Reduce motor vehicle travel to the maximum extent practicable without jeopardizing essential business.
- (3) Use the smallest vehicle that is feasible for the job.
- (4) Maintain tire pressure to tire manufacturer's recommendations. Check pressure at least once each week.

HEALTH BENEFITS OPEN SEASON

The 1977 Health Benefits Open Season will be held November 14 through December 9, 1977. Employees not covered by a health plan may enroll in a plan and those presently enrolled may change to another plan or option if they choose. All open season changes become effective January 1, 1978. Premiums for most plans will rise between 10 to 15 percent because of increases in the cost and use of health care. Each employee will receive a brochure for the two Government-wide plans (Aetna and Blue Cross-Blue Shield) and any local comprehensive medical plan available in the local geographical area. Seven employee organization plans are available. A brochure for each will be distributed

to all offices and facilities. Any questions about health insurance coverage should be directed to the Health Benefits Officer in the Personnel Management Division. Employees are encouraged to review the various plans carefully and submit the enrollment or change to the Personnel Office by December 9.

QUALITY ASSURED

An order to assure the excellence of goods purchased by the agency was signed by Deputy Administrator Taylor late last month. The order outlines agency policy for quality assurance programs associated with the acquisition of systems, equipment and material for the National Aviation System. Although quality assurance has always been an integral part of agency procurements, the order further defines quality assurance objectives and clarifies organizational responsibilities. It applies to NAS systems, equipment, and material acquisitions made by the FAA headquarters, regions and centers. Logistics Service, Industrial Division, will work with the different organizational elements in the headquarters, regions, and centers to develop the necessary implementing procedures.

NEW ORDER ISSUED

Order 1200.23, Public Availability of Information, was approved November 1. This order provides instructions governing public disclosure of FAA records under the Freedom of Information Act. Order 1200.2A has been canceled.

THE GOOD OLD DAYS

In the "good old days" flying was more adventuresome--at least for the flight attendants. Here are the instructions that an Air Canada stewardess carried with her on a flight from Vancouver to Boeing Field, Seattle, in the first half of the century:

- o Warn passengers against throwing cigarettes and cigars out the window.
- o Keep the clock wound in the passenger cabin.
- o Carry a railroad time table in case the plane is grounded.
- o Keep an eye on passengers when they go to the restroom to be sure they don't mistakenly go out the emergency exit.

GOOD TO THE LAST DROP

The pilot reported he was almost out of fuel and subsequent events proved that he wasn't exaggerating. After controllers had directed him to a safe emergency landing in marginal weather conditions, the grateful birdman reported that his 26 gallon fuel tanks--of which normally only 24 gallons are useable--had taken on 26.1 gallons. The drama began when the Minneapolis Center called the Des Moines, Iowa, tower, reported it was working a lost aircraft, and asked for help. Des Moines controllers Dennis Lensch, Michael Powers and Gerald Christopher took over, established communications with the lost airplane, pinpointed its location and put it back on course. However, because of the fuel problem and the fact that the pilot was having trouble following his assigned headings, the controllers recommended that he land at the Winter-set, Iowa, airport and not try to make Des Moines. He did and apparently completed his landing on the av gas fumes. During the

month of October, 243 flight assists were reported--103 by flight service stations, 99 by towers and 41 by centers. There were a total of 362 people reported on board the aircraft involved. The primary causes for the assists included 146 lost pilots, 23 low on fuel, 44 involved in weather and 73 with some type of equipment malfunction. There were 126 pilots assisted by use of radar, 83 assisted with DF, 68 with VOR orientation and 42 by the use of geographical references. Reports indicate 27 student pilots involved, 11 gear-up landings averted, 9 night assists and 15 aircraft aided by other aircraft.

CONTROLLERS EARN PRAISE

When delays piled up at St. Louis' Lambert Field one busy Friday afternoon last month, many people pointed to the control tower and yelled, "Slowdown." Nothing could have been further from the truth. After looking into the situation, the agency concluded that the delays had resulted from extremely bad weather (thunderstorms and tornado warnings) and very heavy traffic demands. So FAA officials from the Lambert tower and the Central Region headquarters convened a news conference to set the record straight, and the same people who were criticizing the controllers ended up singing their praises for a superb job under difficult conditions. As one FAA'er on the scene noted: "We don't ordinarily call news conferences, but in this case the controllers were getting a bum rap, and we wanted to support them."

NEW HEALTH PREMIUMS ANNOUNCED

The new 1978 premiums for health insurance plans available to FAA employees in the Washington, D.C. area have been established. Most health plans have announced increased rates. During "open season", which begins Nov. 14 and lasts through Dec. 9, employees will have the opportunity to change from one plan to another, limited only by their eligibility.

Plan	Emp. Pays	Change in Emp. Payment
Blue Cross-Blue Shield		
High Self	11.17	1.67
High Family	24.86	3.34
Low Self	1.45	0.23
Low Family	4.22	0.68
Aetna Life Insurance Co.		
High Self	7.49	1.31
High Family	13.72	1.77
Low Self	2.31	0.25
Low Family	5.47	0.37
AFGE Health Benefit Plan		
High Self	4.26	-1.03
High Family	8.75	-1.65
Govt. Emp. Hosp. Assoc. Benefit Plan		
High Self	5.41	0.27
High Family	8.08	0.64
NALC Health Benefit Plan		
High Self	6.58	1.25
High Family	17.05	1.69
Postmasters Benefit Plan		
High Self	10.29	-1.03
High Family	18.98	-2.10
Low Self	1.35	0.
Low Family	3.28	0.
Mail Handlers Benefit Plan		
High Self	4.53	0.62
High Family	16.09	2.25
Low Self	2.55	0.22
Low Family	7.19	0.63
Alliance Health Benefit Plan		
High Self	5.48	1.67
High Family	13.62	4.52
American Postal Workers Union Plan		
High Self	7.05	0.14
High Family	18.08	1.42

DC=Georgetown Univ. Com. Health Plan		
High Self	10.96	2.95
High Family	28.65	3.49
DC=George Wash. Univ. Health Plan		
High Self	12.02	4.01
High Family	28.71	3.55
DC=Group Health Association		
High Self	11.32	0.70
High Family	29.69	2.32
Low Self	4.58	0.16
Low Family	13.52	0.97
Maryland=Columbia Medical Plan		
High Self	7.93	0.87
High Family	32.29	3.93

HOW DOES YOUR PLEDGE TO THE CFC HELP?

Maura O'Donnell, 19, of Springfield, Va., is a second-year nursing student at Marymount College in Arlington. Maura is bright, pretty and ambitious and has the potential to be a first-rate nurse. However, Maura has to overcome an obstacle most students don't have to deal with. She suffers from cystic fibrosis, an incurable lung disease. A leading killer of children, cystic fibrosis already has claimed the lives of Maura's sisters, Kathy and Brenda, and her brother Sean. The Cystic Fibrosis Foundation is one of the National Health Agencies supported by the Combined Federal Campaign. When the Foundation was formed in 1955, children with cystic fibrosis had a slim chance of surviving childhood. Now, thanks to your help, 50 percent can expect to live past age 18. Obviously, that's not good enough and much more needs to be done. With your continued help, it will.

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FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APA-4

77-46 November 14, 1977

TERRORISM IN AVIATION GROWS

The agency last week warned that growing international cooperation among terrorist groups poses an increased threat to civil aviation and has heightened the need for more stringent weapons screening programs at airline boarding gates around the world. The warning was issued as FAA transmitted to Congress its "Sixth Semi-Annual Report on the Effectiveness of the Civil Aviation Security Program," showing a significant increase in worldwide hijacking activity. During the first six months of 1977, there were 33 criminal attacks against aviation worldwide, compared with only 16 hijacking attempts in all of 1976. The agency said cooperation among terrorist groups is taking the form of mutual training in terrorist tactics, the exchange of sophisticated weapons and financial assistance. The most recent incident in which there appears to have been cooperation between terrorist groups was the October 13 hijacking of a Lufthansa jet to Mogadishu, Somalia. The terrorists were of both Middle Eastern and European origins and demanded the release of fellow terrorists being held in West Germany and Turkey

FAA REPORTS ON SECOND CAREERS

More than 2,000 air traffic controllers have left the agency during the past five years under a program initiated in May 1972 to train medically disqualified controllers for "second careers," according to an FAA report sent to the Congress last week by Transportation Secretary Brock Adams. One result of the program, cited in the report, is the creation of a younger workforce with a seven percent increase in the number of controllers below 30 years of age. However, the report says a trend is developing in the removal rate of journeymen controllers in the 30-34 age group. Their representation among disqualified controllers rose from six percent in FY 1974 to 18 percent in FY 1976. A problem identified in the report is that 21 percent of disqualified controllers eligible for second career training also were eligible for immediate retirement on the basis of length of service and/or age. The report notes that FAA/DOT already has proposed legislation to eliminate the double eligibility. Additional highlights of the report are:
* Of the 2,047 controllers eligible for second career benefits as
(Continued on page 3)

HELPING HANDICAPPED

Making air travel a bit easier and more convenient for handicapped and elderly persons is the aim of a new guidebook published by the agency. Entitled *Access Travel: Airports*, the guide lists design features, facilities and services that meet the travel needs of the wheelchair-bound, the blind, the deaf and the aged at 220 airport terminals in 27 countries. For each terminal, the 20-page booklet identifies 69 components important to handicapped travelers, including reserved parking, ramps, accessible rest rooms, elevator controls with raised lettering, telephones with amplifiers, and special transportation. Single, free copies are available from the Consumer Information Center, Department 619F, Pueblo, Colo. 81009. Multiple copies available from APA-400, FAA, Washington.

MLS DEBUTS OVERSEAS

With the local news media heralding the coming of "un nuevo sistema electronics...", the U.S. Time Reference Scanning Beam/Microwave Landing System made its overseas debut in Buenos Aires, Argentina, earlier this month. More than 250 Argentines and other Latin American delegates to the Organization of American States Telecommunications Conference heard briefings or participated in actual flight demonstrations of the U.S. MLS system installed at Buenos Aires' Jorge Newbery Airport. A basic narrow system was used for the flight demonstrations which involved an Argentine twin-engine flight inspection plane in addition to a NASA 737 and a USAF-T-39 Sabreliner. FAA also had a small community version of the MLS on static display. Deputy Administrator Taylor headed the U.S. delegation at the conference

and demonstrations. Jack Edwards of NAFEC, who was the TRSB/MLS Demonstrations Director, termed the Argentine experience a "smashing success." The response of the Argentines and other conferees showed they were aware of the need for a new all-weather landing system to replace the existing instrument landing system.

THERE'S NO NOVEMBER

November ended in October 1976, but you wouldn't know it by listening to the air/ground frequencies. Both pilots and controllers keep using the November prefix when transmitting aircraft identification numbers even though the agency has decreed that this no longer is necessary. Since all U.S. civil aircraft registration numbers begin with the letter "N", the November prefix doesn't add anything to the identification. Like a bikini at Waikiki or a pair of skis at Sun Valley, there's nothing distinctive about it. So the Air Traffic Service is reminding pilots and controllers to delete November from transmissions and instead identify aircraft by make and model or the manufacturer's name along with the rest of the identification number.

AIRPLANE-SURFBOARD COLLIDE

The Pacific Region has reported what may be the first midair collision in aviation history between an airplane and a surfboard. The incident involved a Baby Great Lakes flying just a few feet above the water off Oahu's north coast. A surfer saw it coming and dove off his board just as the plane roared by overhead. His surfboard popped up into the air denting the lower wing of the biplane but doing no serious damage. Both the pilot and the surfer later called FAA and demanded that the other pay for his damaged vehicle. The agency is investigating the affair.

SECOND CAREERS (from page 1)

of March 31, 1977, 467 had completed training, 767 were currently enrolled and 355 had terminated training before completion. The remaining 464 had elected not to take any training.

* The number of controllers pursuing academic programs has dropped steadily with a corresponding rise in vocational, technical and on-the-job training. Enrollment in academic programs declined from 62 percent in FY 1973 to 45 percent in FY 1977.

* The cost of providing second career training has increased significantly during the five years the program has been in effect. Cost projections for FY 1978 are \$24.5 million with an average of 775 controllers in training.

* Controllers completing second career training have found employment in a wide variety of occupational fields, including business/commerce, education, accounting and tax work, repairs and service and religious pursuits.

BUILDING NEARS COMPLETION

The new New York Terminal Radar Approach Control (TRACON) facility isn't scheduled to open for two years, but the building itself will be finished next month. After that, the real work begins as air traffic control equipment is installed. All in all, the new facility is the largest single project ever undertaken by FAA in terms of a one-time dollar investment. The total cost is expected to be about \$25 million. When operational in late 1979, it will be the world's busiest TRACON with nearly 400 FAA employees working in the

59,000 square-foot, two-story structure. Built on a 15-acre plot at Mitchell Field in Garden City, L.I., the TRACON will take over the operations now performed by the Common IFR Room at JFK Airport. In addition to the air traffic at JFK, LaGuardia and Newark airports, currently handled by the CIFRR, the new facility will control approaches and departures at Westchester (White Plains) and Islip-MacArthur Airports.

NEW HEALTH BENEFITS POLICY

A new policy has been issued by the Civil Service Commission for this year's Health Benefits Open Season. Representatives from the participating health insurance carriers are permitted to talk to groups of employees about the benefits of their plan and how to obtain services. The health insurance companies are responsible for contacting FAA officials and making arrangements for any briefings desired. Thus, the numbers and types of presentations will vary throughout the country. FAA fully supports participation in the Federal Employees Health Program, but does not endorse any one plan as being "better" than any other. The presence of a health plan representative in your area is not to be considered as an endorsement of that plan. Rather, each employee should consider the benefits of all available plans and choose the one which best meets his or her personal and family needs.



CFC ENDS NOVEMBER 17

This week is your last chance to contribute to the Combined Federal Campaign. As of November 11, FAA Headquarters had reached 89 percent of its dollar goal with 86 percent of the headquarter's workforce participating. So, if you have been putting it off, don't wait any longer; please contact the CFC person in your unit before close of business Thursday. And keep in mind that your participation is not just a matter of quotas and goals. It will help persons like William Kranking, age 94, for example, who receives in-home services from the Visiting Nurse Association and Homemakers Health Aide Service, both of which are supported by the CFC. Thanks to you, Mr. Kranking receives care during the day in the security and comfort of his own home while his daughter is at work.

F.E.W. LUNCH UPCOMING

This month's brown bag lunch meeting of the Southwest D.C. Chapter of FEW will feature Joan Humphries, Federal Women's Program Coordinator of the National Science Foundation, speaking about the provisions of the Equal Pay Act and the coverage that has been provided for Federal employees since 1974. In some cases it is advantageous for female employees to use the Equal Pay Act protection rather than the usual EEO or grievance route as a remedy for sex discrimination involving misclassification of the grade level of a woman compared to a man doing substantially equal work. The regular monthly meetings of FEW are held on the third Wednesdays in Room 10330, Nassif Building, 7th & D Sts., S.W. from noon to 1 p.m. The Equal Pay Act will be discussed on November 16.

SPRING 'AFTER HOURS' PROGRAM SET

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 spring through the Federal After-Hours Education Program. The College of General Studies, George Washington University, offers opportunity for individuals to enroll in undergraduate and graduate courses leading to Associate in Arts, Bachelor of Science and Master of Science degrees. Those individuals seeking self-improvement courses designed to broaden their career may enroll as non-degree students. Registration for the Spring Semester will be held in Conference Rooms A, B and D--just off the lobby--Department of Commerce Building, 14th Street and Constitution Avenue, N.W., from 10 a.m. to 2:30 p.m. on Wednesday, January 5, and Thursday, January 6, 1977. Tuition is \$74 per semester hour and all courses are 3 semester hours. This compares with a cost of \$98 per semester hour for courses taken on the George Washington University campus. 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. Spring Semester classes will begin January 17, 1977, continuing through May 5, 1977. For further information, call 676-7018.

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FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APP-4

77-47 November 21, 1977

PICK UP A WORLD

Pick up your copy of the November FAA World and take it home to give your family a crack at it. The magazine features stories on the proliferation of paper and what the government and individuals can do about it; teaching teachers of aviation education how best to reach the public; a woman team supervisor who's been in ATC since World War II; developing IFR for servicing oil rigs in the Gulf of Alaska; how a cartoonist gets the air safety message across with wit; and myths and non-myths about night vision. You'll also find a Word Search puzzle, Direct Line, Faces and Places, Heads Up, Federal Notebook and Small World.

PICKETING EXPLAINED

"The agency is reevaluating its position on several crucial points and continuing to seek ways to resolve the impasse with the Professional Air Traffic Controllers Organization (PATCO) and get the two parties back to the bargaining table," Edward Curran, Director of the Office of Labor Relations, said last week. PATCO has accused FAA of breaking off contract negotiations with the union in September (See page 2)

CONTROLLERS PLAY LEAD IN SAFETY REPORT PROGRAM

After a full year of operation and a total of 5,535 aviation safety reports, controllers continued to play the lead role in the NASA Aviation Safety Reporting System program. According to the Fourth Quarterly Report, published this month, 53 percent of the 1,325 reports received between January 15 and April 14, 1977, were submitted by air traffic controllers. During the previous six months, 51 percent of the safety reports came from controllers. The FAA program with the assistance of NASA is aimed at identifying deficiencies and discrepancies in the National Aviation System before they cause accidents. The program includes safeguards to protect the identity of persons who make reports or are involved in reporting incidents. Generally, in the fourth quarter there was a decline in reports concerning small aircraft and an increase in reports involving transport aircraft, professional pilots and weather problems. The fourth quarter report also noted that reports of near midair collisions—estimated misses of less than 500 feet—were down two percent from the previous two quarters.



THANKSGIVING
DAY

SPECIAL NUMBERS PHASING OUT

When does a popular service become so popular that it has to be discontinued? When it has no relation to aviation safety and takes too much time away from tasks that do. This is the case with the issuance of special aircraft identification numbers, a service which the agency has been providing for more than 20 years but which it now is proposing to abolish because of an ever increasing demand. The popularity of the special numbers lies in the fact that they can be used as personal or professional symbols. Singer Frank Sinatra, for instance, once had the number 711S (numbers that are distinctly popular with Las Vegas high rollers) on an aircraft he owned and doctors tend to prefer numbers with MD in them. But the requests have become so numerous that the job of handling them has been taking the full time of two Aircraft Registry employees at the Aeronautical Center in Oklahoma City. The agency believes their time would be better spent on safety-related activities.

TRAINING FOR MPP PANEL

The agency recently issued a change to the Merit Promotion Program (MPP), establishing a requirement that all employees serving on MPP panels receive special training. In support of this policy, the agency has developed a videotape presentation and information brochure which may be used along with local training aides. The objectives of the special training is to assure that employees have a better understanding of MPP evaluation procedures and of their important responsibilities as panel members.

RECORDS SET IN CHICAGO

The Chicago en route Center and O'Hare International Tower teamed up to set a new record for aircraft arrivals at the world's busiest airport last month when 99 planes were channeled into the airport in one hour. Both the center and the tower have broken peak day operational records during the past year. In fact, O'Hare radar controllers broke their peak day record twice. On September 16, they set a new record of 2,920 aircraft, and on September 23 they broke that record with a count of 2,953. The center broke its all-time record with 7,910 operations also on September 16.



PICKETING (From Page 1) and plans to begin informational picketing at major airports Thanksgiving week. But Curran points out that negotiations were recessed because key PATCO officers, including the president, were not at the bargaining table. He noted that events at previous negotiations demonstrated that no progress could be made without the union president in attendance.

HEARINGS ON SST NOISE RULES

The agency will hold a public hearing on the proposed noise rule for civil supersonic aircraft on December 15 at Washington Headquarters. Issued last month, the FAA proposed rule would require all civil supersonic aircraft, except the 16 Concorde already flying or in production, to meet Federal noise standards that now apply only to subsonic aircraft. Presentations also are invited at the hearing on the concurrently issued Draft Environmental Impact Statement, which, among other things, analyzes potential Concorde operations at 13 representative U.S. airports by 1987.

ICAO URGENT REQUEST

The International Civil Aviation Organization (ICAO), Technical Assistance Programme (TAP) is seeking qualified candidates for its technical assistance projects in Venezuela, Brazil, Saudi Arabia, Turkey and Iraq for an initial period of one year. VENEZUELA - TA-77/13 Electronics Engineer VOR/ILS Level 4, Step VIII; TA-77/14 Telecommunications Expert, Level 4, Step V; TA-77/15 Electronics Engineer (NAVAIDS Check), Level 4, Step V; TA-77/16 Electronics Engineer (Switching Centers), Level 5, Step I. BRAZIL - TA-77/18 Flight Test Engineer, Level 5, Step I; TA-77/68 Electronics Engineer Advisor, Level 5, Step I; TA-77/70 Electronics Engineer Nav aids Instructor, Level 5, Step I. SAUDI ARABIA - TA-77/30 Electronics Instructor, Level 4, Step 1; TA-76/06 Electronics Engineer, Level 5, Step 1; TA-77/54 Civil Engineer, Level 5, Step 1; TA-77/34 Data Systems Engineer (2 posts), Level 5, Step 1; TA-77/47 & TA-77/48 Data Systems Specialist (2 posts) Level 4, Step V.

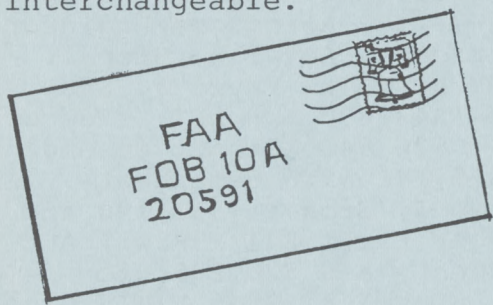
TURKEY - TA-77/27 Electronics Maintenance Instructor, Level 4, Step III; TA-77/32 Air Carrier Safety Expert (Airworthiness); Level 5, Step 1. IRAQ - TA-77/98 Chief Aerodrome Engineer/Project Manager, Level 5, Step VI; TA-77/97 Airport Civil Engineer (2 posts), Level 5, Step 1; TA-77/99 Architect (2 posts), Level 5, Step 1, TA-77/100 Airport Mechanical Engineer, Level 5, Step 1; TA-77/101 Airport Electrical Engineer, Level 5, Step 1; TA-77/102 Aerodrome Engineer (Contracts), Level 5, Step 1.

SALARY LEVELS: Level 5, Step VI, Gross: \$43,690 and NET (free of tax): \$26,842 without dependents and \$29,145 with dependents. Level 5, Step I, Gross: \$38,190 and NET (free of tax): \$24,298 without dependents and \$26,299 with dependents. Level 4, Step VIII, Gross: \$36,840 and NET (free of tax): \$23,647 without dependents and \$25,574 with dependents. Level 4, Step V, Gross: \$33,860 and NET (free of tax): \$22,202 without dependents and \$23,964 with dependents. Level 4, Step III, Gross: \$32,200 and NET (free of tax): \$21,373 without dependents and \$23,044 with dependents. Level 4, Step 1, Gross: \$29,940 and NET (free of tax): \$20,209 without dependents and \$21,756 with dependents. LANGUAGE REQUIREMENTS: Venezuela and Brazil positions require a command of Spanish and/or Portuguese. Applications are due in AIA-19 ASAP. Additional information about salary, qualifications, duties and benefits are available at your personnel office. Federal employees accepting ICAO assignments are entitled to restoration rights.



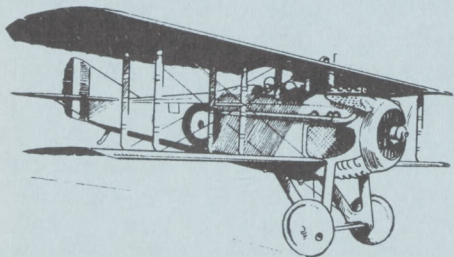
WATCH THAT ZIP CODE

Hey, zip codes aren't like cards. They can't be shuffled and dealt out at random. The zip for FOB-10A is 20591. And the zip for the Nassif, DOT, building is 20590. Apparently because of the continuous flow of correspondence between the two buildings, there has been a tendency over the years to use the two zip codes interchangeably. They, in fact, are not interchangeable.



FILMS, FILMS, FILMS

The National Air and Space Museum winds up its fall World War I aviation film series on December 1 with a showing of the 1933 classic Today We Live. The movie, directed by Howard Hawks, stars Joan Crawford, Gary Cooper and Robert Young. The movie begins at 7:30 p.m. in the Museum's Theater. Seating is on a first-come basis. No tickets are required



Free films featuring the American Experience will be shown at the National Archives Building, 8th Street and Penn. Ave., across the mall from FOB-10A, through December.

Movies showing on Thursdays at 7:30 p.m. and Fridays at 12 noon and 2:30 p.m. are:

- The Civil War:
 - Salvage of the Gunboat Cario (1969), documents the raising of a Federal gunboat from the Mississippi riverbed;
 - A Memory of Men (1970) dramatizes events of the year-long siege of Vicksburg during the war;
 - From These Honored Dead (1969) conveys the emotion and meaning of the Gettysburg Address.
- Winning the West:
 - Time of the West (1967) tells the story of a great pioneer people.
 - Arizona Strip (1972) details one of the last cattle roundups in the West.
- Famous Americans:
 - Ben Franklin: Portrait of a Family (1975) follows Franklin back to the site of his Philadelphia home.
 - What's a Heaven For (1966) is about Booker T. Washington, the man and his philosophy.
 - Four Faces on a Mountain (1973) tells the story behind the majestic sculpture of Mount Rushmore through a collection of paintings, prints and film scenes.

THANKSGIVING

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FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

77-48 November 28, 1977

APP-4

GETTING TOGETHER FOR SAFETY

A new FAA/industry safety program was launched this month in Washington as an aviation-oriented slide show produced by the General Aviation Manufacturers Association was premiered at the National Air and Space Museum in conjunction with an FAA safety seminar. The presentation kicked off a national safety program. A total of 15 slide shows with tape narrations and accompanying brochures will be distributed through FAA General Aviation District Offices (GADOs) nationwide when this program gets into high gear. Speaking in the museum auditorium, Deputy Administrator Taylor called the program "as fine an example of government/industry cooperative venture in pilot education and aviation safety as I have ever seen." At the same time, representatives of industry characterized the FAA accident-prevention program as "an extremely important program that has played a major role in the improvement of general-aviation safety."

PATCO/FAA MEET

As INTERCOM went to press, representatives of PATCO and FAA management were scheduled to meet Monday under the auspices of a Federal mediator. Several similar meetings were held last week.

AVIATION BONANZA FORECAST

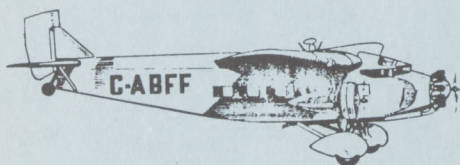
Operations at FAA-controlled airports are expected to increase 50 percent in the next 12 years--from a current count of 66 million to 99 million--according to the latest FAA Aviation Forecasts. Aircraft handled by en route centers are projected to increase from 25.3 million a year to 41.5 million in 1989, whereas flight services provided by the agency's network of flight service stations should more than double by '89. Generally, the number of aircraft operations, miles flown, number of active pilots and aircraft as well as fuel consumed are all expected to show substantial increases in response to a healthy economy and relaxed regulatory environment. According to the forecast, commuter airlines will experience the largest gains over the next dozen years, as the number of passengers flown grows at an annual rate of 7.5 percent--from 6.5 million in fiscal year 1977 to 14.5 million in FY 1989. Passengers carried by schedule airlines also are expected to increase--from 232 million in FY '77 to 418 million in FY '89 while cargo carried by all carriers is forecast to double, jumping from five to almost ten million tons a year.

DIAL C FOR CONCORDE

On November 22, when the Air France and British Airways Concorde made their first scheduled flights to JFK Airport, the FAA noise Complaint Center there received a total of 56 calls. There were 12 anti-Concorde calls but 11 of them were made before the two aircraft arrived. Six people called to voice support for the Concorde and 19 curious folk wanted to know how many Concorde complaints had been received. In addition, there were 18 noise complaints about other aircraft and one obscene call.

TRIMOTORS STILL FLYING

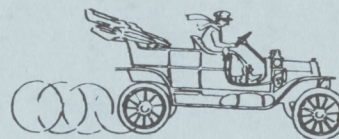
The Great Lakes Region reports that two vintage Ford Trimotors are being rebuilt for use as commercial carriers. The first of the two circa-1930 planes will fly regularly scheduled trips for Island Airways, Port Clinton, Ohio, in about nine months. The restoration of the second aircraft will take approximately two years.



Besides these planes, there are two other Fords in commercial use in the U.S. These planes, operated by Scenic Airlines of Las Vegas, Nev., are flown on sightseeing flights over the Grand Canyon.

55 IS TOP SPEED

The Department of Transportation is taking the message of the national 55-mile-per-hour speed limit law out onto the highways of America. Using DOT provided bumper stickers, the Department of Defense and the General Service Administration are affixing the message, "55, It's A Law We Can Live With," to the rear bumpers of



more than 250,000 Federal Government cars. Speaking at a Pentagon ceremony, DOT Secretary Adams noted, "While states enforce the speed limit law, the Federal Government should set a good example. We should not ask the states to enforce laws that government drivers sometimes disobey. This will serve as a reminder to everyone."

AIRBUS FLIES SCHEDULED HOP

A new type of wide body aircraft showed up on controllers' scopes last week in the Eastern and Southern regions as an Eastern Airlines leased A-300 Airbus flew its maiden U.S. commercial flight from Newark to Miami and return. The European built twin jet was substituted for a Boeing 727 trijet on a regularly scheduled flight. Eastern said it will continue to substitute the Airbus until it officially enters scheduled service on December 13, flying between New York/Newark and the Florida cities of Orlando, Tampa, West Palm Beach, Fort Lauderdale and Miami. Eastern will use four leased aircraft for these operations.

THREADING THE NEEDLE IS NOTHING

"Threading the needle," as flying through the St. Louis Gateway Arch is called, is not an illustration of flying skill, but a demonstration of bad judgment, according to Central Region officials who are investigating a recent fly-through incident. There is nothing funny about flying through the arch, FAA points out. Pilots performing this kind of stunt flying over downtown St. Louis are endangering lives, and those caught will be dealt with severely. FAA also pointed out that flying through the arch is in no way a mark of distinction. Any pilot capable of landing an aircraft should be able to maneuver through the 630-foot-wide and high arch.

MLS AT JFK

FAA this week is installing one of its microwave landing system (MLS) units on Runway 13 Left at New York's John F. Kennedy International Airport in preparation for a five-day operational demonstration scheduled to begin December 5. The MLS equipment was trucked from NAFEC where it has been undergoing evaluation for the past several months. Following the demonstration of the U.S. time reference scanning beam technique, the British will bring their Doppler system to JFK in February for a similar demonstration on the same runway. The agency will also demonstrate the MLS in Honduras later this month. Six Central American countries--Honduras, Guatemala, El Salvador, Nicaragua, Belize and Costa Rica--have invited FAA to demonstrate the landing system at Toncontin Airport in Tegucigalpa in conjunction with the telecommunications meeting of the Organization of American States.

The final decision on which system is to be the worldwide standard will be made by the full ICAO membership at a meeting now scheduled for April 1978.

ICAO WANTS EXPERTS

The Office of International Aviation Affairs, Technical Assistance Division, Eastern Area Operations Branch, is seeking qualified candidates for its technical assistance project in IRAN: Electronics Engineer (RADAR/AUTO), FC-855-11 (GS-14), Announcement No. AIA-77-347; Electronics Engineer (NAV/COMM), FC-855-11 (GS-14), Announcement No. AIA-77-348; ATC Specialist (terminal), FC-2152-11 (GS-14), Announcement No. AIA-77-349; ATC Specialist (en route), FC-2152-11 (GS-14), Announcement No. AIA-77-350; General Engineer (Civil/Elec.), FC-801-11 (GS-14), Announcement No. AIA-77-351. Opening and closing dates for the above positions are: open = 11/8/77, close = 11/29/77. Interested applicants should forward an SF-171, "Personnel Qualifications Statement" and current DOT Form 3430.1, "Performance Evaluation Record," directly to: Employment Branch, APT-150, Federal Aviation Administration, 800 Independence Avenue, SW, Wash., D.C. 20591.

CAMERON HONORED

The International Aviation Service Award was presented recently to James D. Cameron, International Liaison Officer in the Office of International Aviation Affairs. The award and accompanying silver medal cite "Outstanding accomplishments and beneficial contributions by an individual in furthering the interests of the U.S. in the field of International aviation affairs."

FILM DATES

Dates were inadvertently left off some of the movies listed in last week's INTERCOM. The free films, showing at the National Archives Building on Thursday at 7:30 p.m. and Fridays at 12 noon and 2:30 p.m., are:

- o December 1 and 2:
Salvage of the Gunboat Cario (1969), documents the raising of a Federal gunboat from the Mississippi riverbed;
A Memory of Men (1970) dramatizes events of the year-long siege of Vicksburg during the war;
From These Honored Dead (1969) conveys the emotion and meaning of the Gettysburg Address.
- o December 8 and 9:
Time of the West (1967) tells the story of a great pioneer people.
Arizona Strip (1972) details one of the last cattle roundups in the West.
- o December 15 and 16:
Ben Franklin: Portrait of a Family (1975) follows Franklin back to the site of his Philadelphia home.
What's a Heaven For (1966) is about Booker T. Washington, the man and his philosophy.
Four Faces on a Mountain (1973) tells the story behind the majestic sculpture of Mount Rushmore through a collection of paintings, prints and film scenes.

CFC SCORES HIGH

The FAA Headquarters and D.C. area Combined Federal Campaign scored successes in several areas this year. First and foremost--collections reached \$173,458 which was 92 percent of the agency dollar

goal. Last year the agency collected only 79 percent of its goal. Also 89 percent participation was achieved, which was up slightly from the 87 percent achieved last year. A total of 21 out of 33 offices participating reported 100 percent participation while 22 of these offices met or exceeded their dollar goals. Offices and services achieving 100 percent participation and meeting or exceeding dollar goals were: AOA, ADA, AAD, APD, AAA, AAP, AAT, AVP, ASF, ASP, ACS, AGA, ASE, ALR, AMS, APA, and AEU.

FOR PEOPLE ONLY

If you are an extraterrestrial, the following paragraph is not for you. But if you were born between November 23 and December 21, inclusive, it's specifically for you. And if you were born, it's also for you.

**sagittarius**

November 23 - December 21

Represented by the arrow that flies swiftly to its goal, the optimistic, straightforward, freedom-loving Sagittarian feels that money should be used for big goals like education, a new home, travel or retirement. You can hit your target with U.S. Savings Bonds through Payroll Savings.

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FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

77-49 December 5, 1977

THE STATE OF THE ARTS

Final testing of the new automated radar terminal system, ARTS-II, destined for low and medium density airports, and initial tests of the ARTS III conflict alert program, are going ahead strictly on schedule.

The ARTS II passed its factory acceptance tests recently and is getting a final checkout at NAFEC.

As soon as the checkout is completed, the equipment will be formally accepted by the agency. ARTS IIs also have been shipped to the FAA Academy, where it will be used for training, and to the FAA-staffed TRACON at Edwards Air Force Base in California, the first operational facility to get the equipment. Technicians at Edwards are shooting for a mid-December completion of the on-site testing program. Commissioning of the system is scheduled to follow a 90-day shakedown period.

ARTS IIs are slated to be installed at 71 airports around the country. . . . After successfully completing initial testing, "live testing" of the ARTS III add-on, conflict alert program will begin at Houston International Airport this week. Tests are scheduled to continue until January 10.

But before that time,
(Continued on page 2)

NEW BUILDING DESIGNED FOR BASIC ATC TRAINING

Ground will be broken this month at the Aeronautical Center for the agency's newest major structure-- a radar training facility, which is being built to house classrooms and laboratories for basic air traffic controller training. The \$3 million, windowless building, being constructed next to the AT Building, will contain four labs--two en route and two terminal--as well as six classrooms. The labs, designed for hands-on training, are equipped with standard, operational radar display equipment. Computers located in the basement of the two-story building will generate realistic air traffic situations which will "come up" on these displays. In the classrooms the new controllers will learn about both radar and non-radar procedures. According to the current schedule, the training building should be ready for up to 700 students at a sitting by mid-1979.

MONDAYS ARE HOLIDAYS

Since both Christmas and New Year's Day fall on Sunday this year, Federal employees with a regular work week will have legal holidays on Monday, December 26, and Monday, January 2. Employees who must work on these days to accomplish the agency's mission, will receive extra pay or compensatory time off. HAPPY HOLIDAYS.

X-RAY FINDS EXPLOSIVES

A new type of "non-imaging" X-ray that does not require constant monitoring is currently being tested by the agency at Newark Airport. The X-ray system is designed to screen checked luggage automatically for explosives and sound an alarm when a bomb is suspected. It works on the principle that explosives absorb more X-ray energy than material normally found in a suitcase and that sensors can detect this increased absorption. The test is designed to determine what impact, if any, the use of the X-ray would have on the expeditious handling of luggage. The principal advantage of the new system over conventional X-rays is that it does not have a picture display and does not need monitoring by a person who might make a mistake.

REPORTS AVAILABLE

A list of 97 FAA scientific and technical reports available to the public was released this week. The updated list covers the period from August through October 1977. Subjects covered by the reports include aircraft safety, airports, air traffic control, aviation medicine, communications, navigation 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. 20591.

ARTS (From page 1)

tapes of the program will be sent to all 53 single beacon, ARTS III sites. Barring unforeseen circumstances, the program should be "up" at these locations in about three months. Commissioning of the alert system at the nine dual beacon sites is tentatively scheduled for the fall of 1978, following testing at Miami.

SIMPLIFIED PROGRAM SAVES \$\$\$

In a move to save time, energy and money--slightly over \$1 million--for both the government and the public, the agency has determined that airplane owners will not have to revalidate their registration every year. From now on revalidation will be required only every three years. The yearly revalidation program was begun in 1970 in order to purge the registry of obsolete data, and that has been done. The registry now is estimated to be at least 95 percent accurate. In addition to changing the frequency of revalidation, the agency has divorced this process from the Activity Reporting Program. In the future, activity data will be obtained through a sample survey of general aviation aircraft owners. The first annual, random survey will be conducted in February 1978. Questionnaires will be mailed to some 30,000 general aviation aircraft owners--about 14 percent of the total.

JET INSPECTING PACIFIC

Things are up to date in Honolulu, at least in the FAA flight inspection fleet. The island's Flight Inspection Group recently accepted a Boeing 727 trijet from the Aeronautical Center in Oklahoma City where the aircraft was equipped with a sophisticated electronics package to carry out flight inspection missions over the Pacific. The new jet will do the job faster, better and cheaper than the two aircraft it replaces--a turbo prop Lockheed Electra and the old reliable piston-engine DC-3.

SPECIAL ACCIDENT INSURANCE

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

BEWARE OF GIFTS

Now that we are into December with the holiday season soon upon us, employees should keep in mind guidelines in connection with the acceptance of gifts from persons who deal with the Department of Transportation. Regulations prohibit the acceptance of gifts, favors, entertainment, or other things of monetary value from a person who has or is seeking business or financial relationships with DOT, conducts operations regulated by the Department, or has interests that may be substantially affected by the performance or nonperformance of an employee's duties. An exception to this policy exists when circumstances make it clear that a family relationship, rather than the persons concerned is the motivating factor behind the gift or favor. For full details, see DOT Regulations, Part 99, Employee Responsibilities and Conduct or check with your servicing personnel management division.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). DAKAR 2 yrs - PC-33/77 Technical Officer, RAC/SAR, P-3, Gross: \$23,910 per annum and Net (free of tax): \$16,978 per annum without dependents and \$18,193 per annum with dependents. MONTREAL 2 yrs - PC-35/77 Statistical Officer, P-4, Gross: \$29,940 per annum and Net (free of tax): \$20,209 per annum without dependents and \$21,756 per annum with dependents. Applications due in AIA-19 by December 22, 1977. CAIRO 2 yrs - PC-34/77 Technical Officer, P-2, Gross: \$19,040 per annum and Net (free of tax): \$14,149 per annum without dependents and \$15,096 per annum with dependents. Applications due in AIA-19 by 1/3/78. Additional information about salary, qualifications and benefits is available at your personnel office. Federal employees accepting ICAO assignments are entitled to restoration rights.

ORDER CANCELED

FAA Order 1500.19, Reduction of Travel for Fiscal Year 1977 (RIS: BU 2510-OT) is canceled and will be reflected in the next edition of the FAA Directives Checklist. Coordination with OST indicated that the annual reporting required by this order is not needed for FY 1978. Guidelines in the Travel Manual (DOT 1500.6) and in agency directives to plan travel carefully and prudently, and to authorize and approve only that travel necessary for effective administration of FAA programs remain in effect.

HEALTH BENEFITS REMINDER

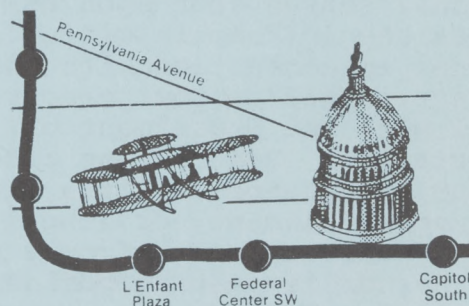
The annual "open season" under the Federal Health Benefits Program is now under way and will continue until December 9. During this period, any eligible employee not currently registered may enroll in a health insurance plan and enrolled employees may change their enrollment. Brochures outlining the various health benefit plans are available at the special table located in the Personnel Office, Room 512. New enrollments or changes must be made on Standard Form 2809, also available in the Personnel Office. When completed, the forms should be returned to the box located in Room 512. Please be sure when you check the rate schedule, the figure is for the bi-weekly rate and not the monthly rate. Further questions concerning health benefits should be addressed to the Labor Relations Branch, APT-140, x68916.

DEVELOPE TYPING SKILLS

A new Typing Skills Development Course (#98606) is scheduled to be conducted by the Training and Career Development Branch, APT-130, starting in December. This course is designed to improve accuracy and speed in handling typewriters in general office situations. The course will concentrate on increasing the participants' typing speed by at least 10 words per minute; teaching new proofreading techniques; and correcting grammatical errors in rough drafts. Any employee with a current typing speed of 40 or more words per minute with a desire and need to develop an increased mastery of typing skills is eligible to participate in this course. At least three additional classes will be given during FY 1978. Further information concerning this program can be obtained from the training contacts of each office or service.

MTO PROGRAM SELECTEES

Congratulations to the following individuals who have been selected for the Management Training Opportunities (MTO) Program: Ronald Aasen, AAF-530; Walter Anderson, ALG-220; John Blum ALG-120; Lois Delaney, AEQ-4; Donald Fisher, ALG-210; Charles Huettner, AFS-240; Patricia Kenan, APT-20; Stephen Kenealy, APT-150; David McFadden, ASE-210; and William Shepherd, AEQ-220. These individuals will now have the opportunity to take courses in management science and public business administration at the Management Training School, the Civil Service Commission, and local colleges and universities.



NEW ENTRANCE OPENS

The third L'Enfant Plaza subway station entrance, providing direct access to the Plaza mall, opened to the public last week. Passengers getting on or off trains at L'Enfant Plaza may now use the Nassif Building escalator into the courtyard of the DOT building; the Maryland Avenue entrance, across 7th Street from FOB 10-A; or the new exit which leads directly into the mall and is protected from the weather.

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FAA INTERCOM

HEADQUARTERS

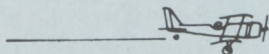
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APA-4

77-50 December 12, 1977

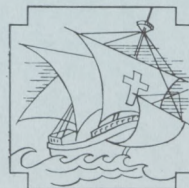
LOW FLYER IS CHASTISED

A number of readers have asked for a follow-up on the historic collision between plane and surfboard that occurred off Oahu's north coast in the Hawaiian Islands and was reported in the November 14 INTERCOM. Following the "conflict" between the low flying bi-plane and the high-flying surfboard, the surfer sued the pilot for damages to the surfboard which, incidentally, the swimmer had abandoned seconds before the actual collision. The businessman pilot replied that the surfer had thrown the board at the dark blue, fabric covered plane. After hearing both complainants, FAA suspended the pilot's license for nine months. According to Pacific Region counsel, the pilot had violated Federal Aviation Regulations, Part 91, which prohibits flying at less than 500 feet altitude over people and buildings, including swimmers and surfers. The pilot is apparently appealing the decision.



FLIGHT INSPECTORS SAVE SHIPWRECKED SAILORS LIVES

The FAA flight inspection crew was inbound to Grand Turk Island in the Caribbean when the tower called to say that a distress call had been heard somewhere in the vicinity. The tower wasn't sure whether a "Mayday" call had been heard from a plane in trouble or if a signal from an Emergency Locator Transmitter (ELT) had been picked up. Regardless, the FAA plane, N-54, was alerted and they searched the area with sophisticated radio equipment. Finally a signal was picked up. It was faint and elusive, but it was enough and N-54, flown by plane commander Clarence L. Gibson and Clarence F. Beverly, with technician Robert G. Wade and Atlanta FIFO Chief Tom Smith also aboard, homed in on the signal. Below them, five cold, wet persons drifted on the dark sea in a tiny liferaft. They were survivors of the sailing vessel, Rattlesnake, which had been wrecked on a reef only hours before. By using the precise inertial guidance and area navigation in the inspection aircraft, the FAA crew managed to pinpoint the survivors' exact location. This information was passed on to the Coast Guard, and the weary seafarers were soon plucked from the sea.



HOLIDAY PAY CLARIFIED

In our article in the December 5th edition of the INTERCOM, "Mondays are Holidays," we stated that "Employees working on Monday, December 26th and Monday, January 2, will receive extra pay or compensatory time off." This is incorrect. The employee will receive the extra pay. However, compensatory time off for this work is not authorized. See paragraph 83 of 3550.10, Pay Administration (General).



FOUR LEGGED TOWERS MULTIPLY

Construction was okayed recently for yet another four-legged air traffic control tower similar to the distinctive tower that had its debut at the Dallas/Fort Worth International Airport in 1973. The newest quadruped, expected to be completed in the spring of 1979, is being built at Colorado Springs, Colo. The shaft will be 120 feet high and will support an octagonal or eight-sided cab. (The Dallas/Fort Worth cab is an undecagonal, or eleven-sided, but subsequent towers have the more traditional octagonal structure.) The agency's second tower to be built around the four-column concept was commissioned at Atlanta's Hartsfield International Airport in July 1976, a third is in operation at Phoenix, Ariz., and two more are under construction at Charlotte, N.C., and Charleston, W. Va.

MLS GETS HIGH MARKS

Enthusiastic reports came back from Kennedy International Airport last week after the new Time Reference Scanning Beam/Microwave Landing System (TRSB/MLS) was demonstrated publicly. Reporters taken aloft watched as the pilot and co-pilot of a NASA B-737, equipped with an automatic flight control system, sat with their hands in their laps while the plane descended through a 2,500-ft. overcast to a flawless landing on JFK runway 13 Left. The TRSB/MLS, jointly developed by the U.S. and Australia, is currently being demonstrated by the agency in the U.S. and in various foreign countries. It is the U.S. candidate for selection as the international standard at an ICAO meeting to be held in April 1978.

HEAT UNLIMITED

Interested in switching to solar energy? You might be able to get financial help--from 25 to 50 percent of the total costs--from the Energy Research and Development Administration (ERDA). The amount of assistance depends on whether you have the solar heat equipment installed or whether you do-it-yourself. Whichever you do, the first step is to get estimate forms and instructions, which are available at no cost from ERDA's Division of Solar Energy Technology Transfer, Washington, D.C. 20545. Even if you are not technically inclined, the information provided will give you a basis for discussing a solar installation with heating and plumbing contractors. After the estimate form is completed and sent to the appropriate office, you will receive additional info, such as your optimum solar system size; performance characteristics; and a comparative cost analysis, showing the cost advantages of installing a solar hot water system.

DECEMBER WORLD ON WAY

The December issue of FAA WORLD should be out this week; unfortunately, the Christmas mail avalanche will probably seriously delay its receipt in the mail. Perhaps during the holiday week, you'll be able to read about "A Rewarding Sideline"--the world of the grievance examiner... "The Pride of the Agency" is about that bumper crop of FAAers who garnered the Secretary of Transportation's awards for valor and meritorious achievement, and "Acclaim for Valor" tells how one of them earned his plaudits... FAA is often asked "Which Frequency Can I Use?" and the agency responds quickly, as this story explains... "Forest Fires--FAA Helps When It Strikes" relates the agency's responsiveness to the need during last summer's disastrous fires, including answering that question on frequencies... FAA inspectors are "Screening Warbirds To Fly Again," a job that takes them to the desert at Davis-Monthan AFB... "If Da Vinci Could See Us Now!" describes the resolution of the age-old problem of human-powered flight, as one man cops the long-standing British prize for this feat... "The Life and Times of an Aviation Diplomat" tells about a former FAAer whose background was an exciting page in aviation history... plus the December issue brings you a "Word Search," Small World, Federal Notebook, Faces and Places, Direct Line and Heads Up.

TOP AF SECTORS PICKED

The FY-1977 regional winners for the Airway Facilities Sector of the Year Award have been selected from each of two categories. The two categories are: General National Airspace System and Air Route Traffic Control Center. Regional winners in each respective category will become nominees for national awards which will be announced in February. The regional winners represent the highest standards of performance in providing essential service to the flying public and maintaining safety and reliability of hardware in the national aviation system. The general NAS and seven ARTCC sector winners are:

- New England: Providence, Rhode Island - General NAS, Nashua, New Hampshire - ARTCC;
- Eastern: Baltimore, Maryland = General NAS, New York, New York = ARTCC
- Southern: Covington, Kentucky = General NAS, Memphis, Tennessee = ARTCC;
- Great Lakes: Springfield, Illinois - General NAS;
- Central: Omaha, Nebraska = General NAS, Kansas City, Missouri = NATCOM;
- Southwest: Shreveport, Louisiana = General NAS, Houston, Texas = ARTCC;
- Rocky Mountain: Grand Junction, Colorado - General NAS;
- Western: Oakland, California = General NAS, Oakland, California = ARTCC;
- Northwest: Eugene, Oregon = General NAS;
- Pacific: Honolulu, Hawaii = General NAS, Diamond Head, Hawaii = ARTCC

COMMAND CENTER TESTED

If you have been wondering about the Star Trek command center being built by men without pointed ears on the ninth floor of FOB-10A, it's a mock-up--a three dimensional design--of a Crisis Control Center which will subsequently be built on the 10th floor behind the present communications center. The new multi-purpose crisis center will be used during national emergencies, national disasters, hijackings and similar crises. Evaluation of the mock-up, currently in progress, is expected to last two weeks. After that, the design will be frozen and will be followed when the actual center is built. After the evaluation is completed, this mock-up will be dismantled and a three dimensional design to test a communications center modernization plan will be built in the conference rooms.

WOMEN CONFERENCE EXAMINED

All employees are invited to attend an informal briefing on the historic national Women's Conference held in November in Houston. FAA was represented at the Conference by the Federal Women's Program Coordinator, Louisa Stimpert, and the Chairperson of the Headquarters Women's Program Committee, Sharon Wildes. Although the Conference adopted recommendations on 26 items concerning barriers to equality for women in the United States, Ms. Wildes and Ms. Stimpert will discuss the Conference in terms of its specific relationship to equal employment opportunity for women in the Federal government. This program will be held to commemorate the 10th anniversary of the establishment of the United States Federal Women's Program. Handout material will be available. The one-hour meeting will take place on Thursday, December 15, at noon in Room 8AB.

HELP . . . SAVE \$ \$ \$

The Office of Management Systems implores all employees to help reduce the cost for graphics in the Washington headquarters. The cost for these services is skyrocketing--last year it was \$300,000; it is anticipated that this year it will be \$500,000. According to MS, what really contributes to the cost increase, however, is the priority service requested. "Priority" service can double, or even triple the cost of a job. Out of the 199 requests, 122 (61 percent) were marked "priority." This means they were required in five days or less. Ways to reduce costs include:

- o Planning ahead for graphics requirements;
- o Don't order graphics "just in case" you might need them at some future time;
- o Keep the requests simple. Don't ask for two colors when one will do, etc;
- o Seek advice from AMS-130 in the conceptual stage of a project--it could save you time, effort, and the taxpayers' money.



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FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APA-4

77-51 December 19, 1977

SEASON'S GREETINGS



FAA/PATCO REACH TENTATIVE ACCORD

FAA Administrator Langhorne Bond announced that the agency has reached a tentative agreement with the Professional Air Traffic Controllers Organization (PATCO) on a new three-year contract. The announcement came after an all-night bargaining session in the FAA Washington Headquarters. The contract now must be approved by Secretary Adams and ratified by the more than 15,000 FAA air traffic controllers who are PATCO members. Bond called the terms of the agreement "fair and equitable" and said they would promote the best interests of all parties involved. He praised both negotiating teams for their determined efforts that led to the resolution of the outstanding issues. Mr. Bond said he was particularly happy with the three-year duration of the pact rather than the two-year period covered by previous contracts. "I think the increased duration will provide greater stability in our relations with PATCO and facilitate the development of sound labor-management policies and programs," he added. If adopted, the new agreement will replace the contract that expired July 7 but has remained in effect during negotiations under an extended duration clause. Initial negotiations began last May with subsequent bargaining sessions in July and September. Since mid-October, FAA and PATCO representatives have held a series of meetings in an effort to resolve outstanding issues. Included were meetings last week between Administrator Bond and PATCO President John Leyden.

CHRISTMAS BELLS

*I heard the bells on Christmas Day
Their old, familiar carols play,
And wild and sweet
The words repeat
Of peace on earth, good-will to men!
(Longfellow)*

TRY, TRY AGAIN

It was a rainy, November afternoon. Visibility from the tower at Boston's Logan Airport was only 3/8th of a mile when a pair of matching (Cessnas) light, single engine aircraft were handed over to Approach Control from the Boston Center. Radar controllers, Kevin Brophy, Peter Donahue and Richard Gedrimas were quickly told that Cessna 22 Hotel was lost and low on fuel, and the second plane was there to lead the non-instrument rated pilot through the overcast for a landing at the Bedford (Mass.) Airport. But it didn't work out that way. Cessna 22 H lost its escort in the clouds and the pilot climbed hurriedly to the temporary security above the clouds. After a second plane, with a pilot instructor aboard, tried to lead the meandering Cessna to a landing, controllers played their hand. Although weather continued to be marginal, they gave the pilot an ASR (Airport Surveillance Radar) approach, and one hour and 33 minutes after being identified by FAA radar, Cessna 22 H landed safely on runway 15 Right at Logan Airport. During the month of November, 279 flight assists were reported--118 by flight service stations, 129 by towers and 32 by en route centers. There were a total of 351 people reported on board the aircraft involved. The primary causes for the assists included 170 lost pilots, 26 low on fuel, 54 involved with inclement weather and 68 with some type of equipment malfunction.

**FAAers AT CRASH SCENE**

FAA officials sent to the scene of the tragic DC-3 crash in Evansville, Ill., last week include William Brennan, AFS-50, Accident Investigation Staff, and Thomas F. Tager, AGC-40, Litigation Division. The agency's first responsibility at the scene is to determine if this crash indicates a need for immediate corrective action. Determining the probable cause of the accident is the responsibility of the National Transportation Safety Board.

DISCOUNT FARES

Did you know that hundreds of thousands of dollars can be saved in FAA yearly through use of airline discount rates? A recent General Accounting Office study showed a significant savings opportunity exists in arranging travel in advance to training centers in Oklahoma. Good management dictates we take advantage of this savings opportunity. In a memorandum dated August 25, the Comptroller General described types of discounts available to air travelers. Round-trip excursion rates are available for trips with known duration of 7 to 30 days--when reservations are confirmed and tickets purchased at least 14 days before departure and when no more than 2 stopovers (including final destination) are planned. There is no penalty for cancelling or changing a reservation. Group rates provide even greater savings but ordinarily could not be obtained by individual travelers. Group rates should be arranged by travel offices, training officials, etc., whenever the opportunity arises. Each employee is urged to insure that the lowest rate is obtained when traveling by air.

CONCORDE CATLIKE AT KENNEDY

Well, it might not be quiet as a cat, but the first monitoring reports of Concorde operations at New York's JFK Airport show noise levels of the supersonic plane were much lower than at Dulles in Washington. On both departure and approach the Effective Perceived Noise Level (EPNL) averaged approximately 10 decibels less than at Dulles. One reason for the quieter operation is that after takeoff the SST makes an immediate left turn over Jamaica Bay away from built up areas where the noise monitoring equipment is located. In addition, because the trip from New York to Europe is shorter, takeoff gross weight at JFK is approximately 23,000 pounds less than at Dulles. This contributes to a significantly quieter departure. The report which covered 23 takeoffs and landings during the SST's first week of operation at JFK, was released last week.

WHAT'S IN A NAME?

According to officials at Baltimore/Washington International Airport, there's something important in a name, and there's something important in an FAA assigned airport identifier also. For years the Marylanders have been trying to get their airport identifier changed from BAL to BWI, and last week Administrator Bond, during a speech in Baltimore, announced that the change would be granted and is expected to become effective some time this spring. It will take this long to make the change-over which involves reprinting schedules and baggage tags, reprogramming hundreds of airline computers and generally retraining personnel.

NOAA TO PUBLISH AIM PARTS

The agency expects to stop publication of Parts II and III of the Airman's Information Manual in about a year. The extensive airport, airport facilities and Navaid information currently listed in these publications will be included in a new seven-volume airport directory being published by the National Oceanic Atmospheric Administration. Each of the seven volumes will cover a specific geographical region. For instance the first directory, which became available December 1, lists airports and facilities in the southeast corner of the United States, including Puerto Rico and the Virgin Islands. The volume covering the south central and southwest will become available in late January 1978, whereas the northwest and north central volume is scheduled for distribution in March 1978. All seven will be published by May 1978. The volumes will be revised every 56 days. Individuals may buy or subscribe to as many volumes as they wish. A year's subscription to one volume will be \$10 while subscriptions for all seven will be \$37.50. Individual volumes will be on sale for \$2.

CHARLESTON IS IN S.C.

The new tower which last week's INTERCOM said was being built in Charleston, W.Va., is, in fact, under construction in Charleston, South Carolina.



NOISE RULE AIRED

The first public hearing on the proposed noise rule for civil supersonic aircraft was held in Washington last week and drew comments from industry, environmentalists, private citizens as well as a congressman. The notice of proposed rulemaking, issued last month, would require all civil supersonic aircraft, except the 16 Concorde already flying or in production, to meet Federal noise standards that now apply only to subsonic aircraft. A follow-up meeting is scheduled to be held in Honolulu on January 11-12, 1978.

AWARDS AND REWARDS

The Office of Aviation Medicine presented Special Achievement Awards to Mary S. Harper, Barbara F. Johnson, and Annette L. Lyles, and a Quality Increase to Edwin E. Westura, M.D.

FEW RECAPS WOMEN'S CONFAB

All employees are invited to the 12 noon, December 21 regular monthly meeting of Federally Employed Women, Inc. This month's meeting will feature an on-the-spot observer's discussion of the Congressionally funded National Women's Conference held last month in Houston. Among the 25 conference recommendations to the President were several which affect women in the Federal service. The FEW discussion will be led by the Federal Woman's Program Coordinators from several DOT administrations. For further information about FEW call Sharon Wildes, 63791, or Louisa Simpert, 63785. The brown-bag lunch meetings are held at noon on the third Wednesday of each month in Room 10330 of DOT Headquarters in the Nassif Building.

FIRST MAN-POWERED PLANE SHOWN

The Gossamer Condor, the first successful man-powered aircraft, will be displayed at the National Air and Space Museum early next year. The plane, which flew a one-mile figure-eight course in California recently was powered exclusively by a very athletic pilot. (When asked about the future of man-powered flight, Astronaut Mike Collins, Museum Director, commented that for 72-pound weight lifters it was fine, but the rest of us would probably continue to rely on engines.) Finding a place to display the Condor presented some problems for the museum staff since the 96-foot wingspan of the 70-pound craft is as wide as a DC-3's, the largest complete aircraft in the museum. But the problems were solved and the Condor will hang in the Milestones of Flight Gallery, just inside of the museum's main entrance.



FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APA-4

77-52 December 27, 1977

TOP SLOT TO BE FILLED

An experienced pilot active in aviation business and education, Mary M. Anderson, was selected last week as the new Associate Administrator for Policy Development and Review. She has served on the National Academy of Science's Special Committee on Air Transport Activities and has been a personal consultant to the Lieutenant Governor of New York State on matters of transportation, tourism and industrial development. Besides serving on the Urban Transportation Advisory Commission to the U.S. Secretary of Transportation, her grass-roots aviation experience includes serving as president of Aviation Management International--a firm that operates the Murfreesboro (Tenn.) Municipal Airport, including associated flight school, charter service and maintenance shops. In her new post, which she will assume on January 3, Anderson will direct the development of FAA's long-range planning and policy to help meet the ever changing needs of aviation. She will be responsible for the operations of the Office of Aviation Policy, the Office of Aviation System Plans and the Office of Environmental Quality.

WIND SHEAR MEASURED

A new surface wind monitoring system designed to detect low level wind shear caused by thunderstorms and fast moving weather fronts is now operating at six trial locations. Originally referred to as SWIMS for Surface Wind Monitoring System, its name has been changed to Low Level Wind Shear Alert System (LLWAS), which eliminates a clever acronym, but describes the primary purpose of the system more accurately. LLWAS was turned on this month at Tampa International, Oklahoma City's Will Rogers, Houston Intercontinental, Denver Stapleton, Atlanta Hartsfield and New York's JFK. The system is scheduled to be installed at Boston's Logan International Airport in March with operational testing to begin in mid-July. The system uses a mini-computer to 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 wind velocity is detected, an aural and visual alarm is triggered in the airport control tower cab to alert controllers.

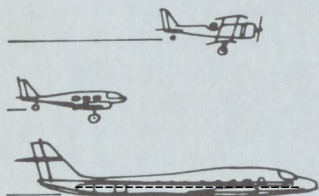
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HAPPY NEW YEAR

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AWARD WINNERS SOUGHT

Nominations for the Flight Standards Field Office of the Year Award were solicited last week as the schedule for the awards program was set by the Washington office. Nominations, one field office from each region and one from the Flight Standards National Field Office, must be submitted to AFS-1 no later than March 1, 1978. Winner of the national 1978 Award (covering performance during calendar year 1977) will be announced at the end of the month.



CANCELLATION OF AAF ORDERS

The following AAF orders are canceled and will be reflected in the next edition of the FAA Directives Checklist: 1380.37, Regional Airway Facilities Division Staffing Standard Study; 6040.1, Facilities Maintenance Work-Time Reporting; 6050.15, VHF 50 KHZ Channel Assignments for Air Traffic Control Functions; 6510.2; Standard Equipment and Position Configuration in ATCT Cabs; 6850.3, Installation Drawings for Visual Guidance Lighting Systems; 6950.7, Electrical Work, Interior - Specification FAA-C-1217c(3); 6950.9A, Facility Egress Emergency Lighting; 6950.10, Reducing Electrical Power Interruptions at FAA Facilities; 6980.3, Wind Baffle for Engine Generator Ventilation Construction Drawings; 6980.8, Instructions for Use of Power Failure Counters.

BAFFLING BOOMS

The FAA is informally cooperating with other government agencies in an effort to determine the cause of several alleged high-altitude "explosions" that reportedly have been heard up and down the east coast recently. Experts in the agency's Office of Environmental Quality are almost 100 percent sure that they are not being caused by sonic booms because they have not been recorded by the sensors it has set up to detect such booms from the Concorde supersonic aircraft. They also have determined that they pose no threat to civil aviation. But otherwise they are at a loss to explain them. As of this writing at least, Santa Clause is not under suspicion.

TRSB/MLS TO BE SHOWN

The agency will demonstrate a family of advanced approach and landing systems in Europe and Africa in early 1978. In January and February, the systems will be airlifted to four overseas sites: Kristiansand, Norway; Brussels, Belgium; Dakar, Senegal; and Nairobi, Kenya. Three versions of the Time Reference Scanning Beam Microwave Landing System (TRSB/MLS) will be shown: systems for use at small and intermediate airports and at large airports requiring full MLS capabilities, such as the ability of pilots with properly equipped aircraft to make no-hands or automatic landings under zero altitude and visibility conditions. The small and intermediate versions will be shown in Kristiansand, the small system will be demonstrated at Dakar and Nairobi, and the small and large versions at Brussels.

ICAO SEEKING APPLICANTS

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

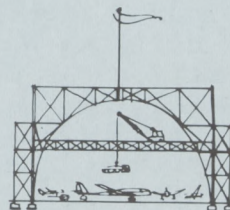
MONTREAL - 2 years PC-36/77 Chief, Russian Section, P-5, Gross: \$38,190 per annum and Net (free of tax): \$24,298 without dependents and \$26,299 with dependents per annum. Language Requirements - A complete command of Russian as the native tongue, or the language used for the purpose of education, including an intimate knowledge of its syntax and stylistics. A working knowledge of French or Spanish is particularly desirable. Application due in AIA-19 by 2/9/78. 3 years PC-37/77 Economist-Policy and Regulation, P-4, Gross: \$29,940 per annum and Net (free of tax): \$20,209 without dependents and \$21,756 with dependents per annum. Applications due in AIA-19 by 1/10/78.

PC-39/77 Recruitment Officer - two posts, P-3, Gross: \$23,910 per annum and Net (free of tax); \$16,978 without dependents and \$18,193 with dependents per annum. Applications due in AIA-19 by 2/21/78.

DAKAR 2 years - PC-33/77 Administrative Officer, P-2, Gross: \$19,040 per annum and Net (free of tax); \$14,149 without dependents and \$15,096 with dependents per annum. Applications due in AIA-19 by 2/19/78. Additional information about duties, salary, qualifications and benefits is available at your personnel office. Federal employees accepting ICAO assignments are entitled to restoration rights.

AV-AWOS TESTS BEGIN

An unmanned aviation weather observation system that automatically collects and reports weather data will get a four-month test at Patrick Henry International Airport, Newport News, Va, beginning Jan. 6. The Aviation Automated Weather Observation System, or AV-AWOS, uses a series of automatic sensors to collect weather information on cloud heights, visibility, temperature, dew point, wind direction and speed, precipitation and barometric pressure on a continuous basis 24 hours a day. These readings are fed into a miniprocessor or computer that transforms the data into a weather sequence report. A digitized voice message then will be prepared automatically and broadcast over the Harcum VOR. Pilots also will be able to get the message via telephone before taking off. In addition, the weather sequence reports will be shown on a cathode ray tube display at two locations at Patrick Henry International Airport--the FAA Flight Service Station and the fixed-base operators' office--and at the Norfolk terminal radar approach control facility. The test is a joint effort of FAA and the Department of Commerce. •



TRAINING REQUIREMENTS SOUGHT

During the next two months, December and January, each Headquarters organization will be asked to submit its FY 1979 requirements for agency and out-of-agency training to the Training and Career Development Branch, APT-130. The process of determining training requirements begins with each employee and that employee's first level supervisor. Each year the supervisor and employee determine jointly the employee's training needs in conjunction with completion of the employee's Performance Evaluation Record (PER). The Office or Service training contact coordinates these individually determined requirements and submits them to APT-130 as training requirements. Careful planning is essential in this process to ensure that sufficient funds are available throughout the fiscal year to pay for training needs, especially out-of-agency training. It is important to each employee that he or she understands and is aware of this process so they will be prepared to discuss their training needs with their supervisor. Information about courses and schedules available to Headquarters employees are contained in the FAA Catalog of Training Courses, dated May 2, 1977, and in the various other catalogs, brochures and listings which are distributed through the training representatives in each Office and Service. Further information concerning this process can be obtained from APT-130, x63320.

AFS CHRISTMAS STORY

The annual Flight Standards Service Christmas card/charity donation trade-off resulted this year in a total donation of \$290, split between Children's Hospital and the Salvation Army. In lieu of individual Christmas cards, a Flight Standards seasons greetings

flyer is being distributed throughout the agency.

AWARDS AND REWARDS

Flight Standards Service presented Quality Increase to Elizabeth Livesay, Edward B. Schilke, Wayne N. Dixon, Aubrey C. Ellis, George T. Coen, Naomi J. Bryant, Bernadette M. Turpin, Beverly B. Shaw, Barbara R. Jessee, Deborah A. Zukosky, Ann L. Ruefly, Andrea R. Olsavsky and Ruth K. Benedict; and Special Achievements to Charles Schuck, Mildred M. King, Robert J. Dame, Bruce R. Romick, Teresa M. Safko and Janis G. Pressley.

CFC TOTAL IS RECORD

As final contributions are counted, it becomes apparent that the agency received \$176,515 in contributions during the recent Combined Federal Campaign. This is the highest total the agency has ever achieved so we can take great pride in the way the FAAers came through to help feed and care for the poor, sick, elderly and physically handicapped in the Washington Metropolitan area. Overall we achieved 90 percent participation and reached 94 percent of our dollar goal, which also sets a new record.

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