

FOR INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

78-1 January 3, 1978

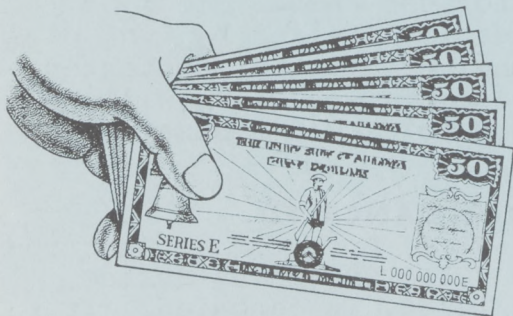
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UNENDEARING DEERS

Recently, INTERCOM reported that NAFEC researchers were testing new chemical repellents designed to keep deer off the active runways at the NAFEC airport. Now a word about the results of those efforts. Two repellents have been tried to date and both have been unsuccessful. In fact, after the last spraying, the number of deer spotted crossing the runways increased from a nightly average of seven to 17. Moreover, a commuter aircraft had to land long to avoid striking a deer and there have been several near strikes involving FAA aircraft. NAFEC Director Robert Faith has termed the situation critical. Representatives of the New Jersey Division of Fish, Game and Shell Fisheries have recommended that a "controlled harvest" be conducted. Hunters will be selected by lottery for the hunt scheduled to be held later this month.

TOP AIRWAY FACILITIES SECTORS ARE NAMED

For maintaining a consistently high rate of productivity across the board, Grand Junction, Colo., and Memphis, Tenn., Sectors have been named Airway Facilities Sectors of the Year for 1977. Winners were selected in two categories: Grand Junction won the award in the General National Airspace System sector category and Memphis in the ARTCC sector category. The Director or Deputy Director of the Airway Facilities Service will present national award plaques to the winning sectors at regional ceremonies later this month. Each employee of the winning sectors will receive a personal certificate of accomplishment. In order to win the award both sectors had to be outstanding in such areas as facility performance, general sector and personnel management and manpower/workload factors.



**Winning
Hand.**

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in America.**

AUTHOR! AUTHOR!

The November 1977 issue of the Bulletin of the American Meteorological Society is a best seller with Systems Research and Development Service personnel in Washington headquarters. And that's quite understandable when you consider that three of the five feature articles in the issue were authored or co-authored by SRDS people. Ed Bromley, Assistant Chief of the Airports Division, wrote "Aeronautical Meteorology: Progress and Challenges--Today and Tomorrow;" Captain Jim Lindquist, an Air Force liaison officer assigned to Flight Information Services, produced "Automation--Some Potential Applications to Aviation Weather;" and Frank Coons, a meteorologist with the Wind Shear and Wake Vortex Branch, co-authored "Airport Weather Service; Some Future Trends." FAA'ers also will find the other two articles in the issue of interest since they deal with aviation weather. Copies of the journal are available in the regional and headquarters libraries. You'll have to make your own arrangements for autographed copies.

ATC TRAINING STUDIED

Application of technology to training in air traffic control will be investigated in depth during a meeting of the Society for Applied Learning Technology to be held in Orlando, Fla., Feb. 14-15. Among the FAA representative scheduled to attend is Dr. Helen Hamilton, an engineering psychologist at NAFEC, who will chair the ATC session. According to Dr. Hamilton, the symposium was designed to interest anyone involved in using, developing, manufacturing or marketing systems for use in the general field of air traffic control. Presentations at the meeting, called the Second International Learning Technology Congress and Exposition,

will cover automated air traffic control training, real-time simulations for training and evaluation research on controller and system performance measurement, and ways of using visual image generation systems and speech understanding technology for ATC training.

FSS STANDARDS PROPOSED

Although no basic changes have been proposed in overall grade level, some revisions to current classification criteria for flight service station specialist positions were suggested by the Civil Service Commission in a recently completed Tentative Standards proposal. After extensive study, which included questioning FAA management, representatives of the National Association of Air Traffic Specialists, and individual employees about duties and responsibilities, the CSC concluded that overall, "the variances in difficulty of pilot briefing are not sufficient to reflect meaningful grade level distinctions." The study went on to suggest that traffic volume be retained as a primary consideration in classifying grades with some modifications to the formula used currently. Essentially the changes would eliminate credit for flight plans originating by the flight service stations and retain from the current formula credit for the number of pilot briefings (multiplied by two) plus the number of aircraft contacted. FAA's comments and views will be submitted to CSC on February 27.

AT ORDER CANCELED

Order 6690.1, Operational Description of 301 A Switching System, dated 9/14/70, is canceled. It has served its purpose and is no longer required.

HEADQUARTERS PERSONNEL NOTES

SUMMER JOBS AVAILABLE

Don't let the cold weather, the skiers or the ice skaters fool you. Summer is just around the corner. How do we know? Well, the Civil Service Commission has said its Announcement 414, "Summer Jobs," will be available beginning January 4. And this is as much a matter of interest to Federal managers as it is to college students. Once again, Federal agencies have been granted authority to reappoint undergraduate college students who have worked for them the previous summer. This provision covers only undergraduates in positions up to GS-4. These students no longer are required to take the CSC Summer Employment Examination or renew their eligibility to be reappointed. However, the examination procedures still apply to students seeking employment with agencies for which they did not work the previous summer, and to those seeking employment for the first time. Please note also that this change generally does not apply to graduate students. Previously hired graduate students must reapply to the Department of Transportation for consideration for FAA jobs, just as all other graduate students seeking summer employment. Two important facts to note concerning the graduate program are: (1) applicants are ranked, in part, according to the date their applications are received by DOT; (2) the deadline for filing applications is February 15, 1977. For further information concerning the Summer Employment Program, contact Sheila White, APT-150, 63229.

ARE BENEFICIARIES SET?

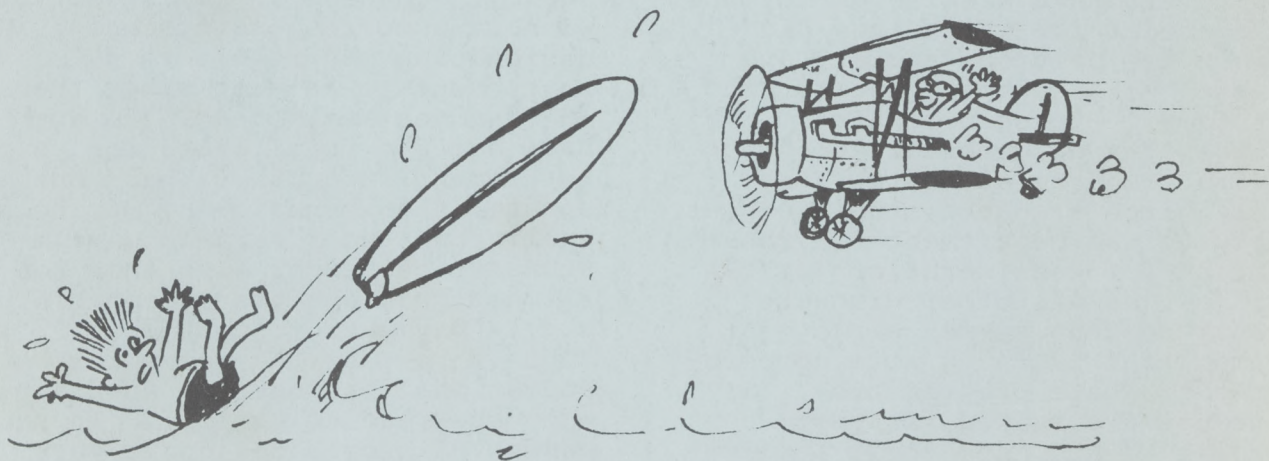
Is your list of beneficiaries accurate and up-to-date? Beneficiaries are persons named by you to receive money from your government life insurance policy, the Civil Service retirement fund and any unpaid compensation due to you in the event of your death. Beneficiaries also can be firms, corporations, or other legal entities. An accurate designation of beneficiaries is very important because it can prevent costly, time-consuming and sometimes tragic legal delays. A designation of beneficiaries can become out-of-date in several ways: A designation of beneficiaries for life insurance or unpaid compensation is cancelled at once if you transfer between Federal agencies. It must be renewed in your new agency. Changes in family status without a corresponding change in designation may result in a settlement to an heir other than the one you may desire. If you have named a beneficiary for your retirement fund other than your spouse, that beneficiary may become ineligible under certain circumstances. Remember also that not all designations are acceptable, e.g., "payment of just debts," "to John if he uses the money for educational purposes," "to Susie when she reaches age 21." In such cases you should designate your estate and stipulate in a will the conditions or restrictions the executor is to follow in handling the benefits. Contact the Labor Relations Branch, APT-140, 68916 (8-426-8916) for additional information.

WHAT YOU DON'T KNOW

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

WORTH 1,000 WORDS

Public Information Officer George Miyachi put his artistic talents to good use recently by illustrating an "aviation first" in the Pacific Region INTERCOM. The picture below appeared with the airplane/surfboard mid-air collision story. According to articles carried in the November 14 and December 12 national INTERCOM, the collision occurred off of Oahu's North Beach, and the pilot has been charged with violating Federal Aviation Regulations, Part 91, which prohibits flying at less than 500 feet altitude over people and buildings, including swimmers and surfers. Incidentally, no one was injured.



FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

78-2 January 9, 1978

APA-4

AIRPORT PLAN ISSUED

High capital costs and strong public opposition have virtually halted construction of new major airports in the U.S., the agency's 10-year National Airport System Plan points out. The report, which went to the Congress last week, noted that the Dallas/Ft. Worth Airport is the only new major aviation facility to open in this country in the past five years and said that a new airport at Palmdale, Calif., to serve the Los Angeles basin may be the only one to open in the decade ahead. The plan says that additional major airports serving large metropolitan areas will be needed mainly to increase the capacity of existing well-developed airport systems, but because of high costs and local resistance to large scale airport construction, development will be undertaken only when other alternatives have been exhausted. For the most part, the report notes, development of new major airports during the 1978-87 time period will be limited to those areas where planning is well underway such as at the new Palmdale facility. Also, (Continued on Page 3)

SPECIAL ENROUTE ADVISORY SERVICE IS ON THE LINE

FAA's special "Flight Watch" service, which provides pilots with up-to-the-minute enroute weather information, is now in operation on a virtual nationwide basis. Since the December 29 commissioning of the Boise, Idaho, facility, all but one of the 44 flight service stations in the program are on the line with the new service. The exception is the Walla Walla, Wash., FSS, where final implementation is being delayed until next summer while the station undergoes a major modification. The especially equipped and staffed stations are providing a new service, called Enroute Flight Advisory Service (EFAS). Advisories which give enroute pilots current weather information reported by other pilots and seen on radar is being radioed to pilots in answer to their requests. The special service is available throughout the conterminous U.S., along heavily-traveled flyways. The system is manned by flight service station specialists who have received special training. The location of Flight Watch Control Centers in each region is as follows: (Continued on Page 3)

AIRPORTS SET FOR HANDICAPPED

In order to identify possible obstacles for handicapped air travelers, the FAA Headquarters Handicapped Employee Advisory Committee conducted an informal survey recently of the two U.S.-owned airports, Dulles International and Washington National. Both FAA-run facilities were given high marks. Accompanied by the DOT Selective Placement Coordinator, the committee traced the paths of handicapped travelers at the airports from arrival to departure. Parking facilities, doors, ramps, telephones, elevators, and lavatories were inspected for accessibility. Also checked were accommodations such as restaurants, car rentals, baggage checking services, vending machines, transportation facilities as well as medical and escort services. The committee found that most of these facilities are accessible to the handicapped traveler even without the personal escort service available upon request at both airports. Areas found to be inaccessible were pointed out to airport officials.

AIRPORTS MAY CLOSE

Forty percent of nearly 300 busy privately-owned airports used by the public will be forced to close over the next ten years unless they get outside financial help and other assistance, according to a new agency report. The report cites rising property taxes, the high cost of capital improvements and maintenance, and lack of land for expansion as some of the most common causes for the expected closings. It suggests, therefore, that the most effective measures for preventing certain airports from closing rest with state and

local governments in the form of tax exemptions, zoning and other land-use controls, financial grants, and in some cases public acquisition or maintenance of the troubled airports. The FAA report recommends that efforts should be made to keep open those airports that serve significant numbers of aircraft, and especially those that help relieve congestion at busy air carrier airports.

IT ONLY HURTS

You've got to have a sense of humor to work in safety. The following are direct quotes from accident reports written by people to whom the accidents happened. While you may get a chuckle, remember that safety is still a serious matter.

- o Riding dirt bike, tipped over, sprained entire body.
- o Playing with dog, punctures in hands, legs and feet.
- o Running down mountain, cut finger.
- o Dropped pipe on finger, broke finger. (Suggest a lighter brand of tobacco.)
- o Sleeping, cut hand.
- o Exciting my car, twisted ankle. (Maybe exiting?)
- o Roller skating, fell and was run over.
- o Got up from couch, fell, twisted ankle, fell against heater, burned forearms, sprained right ankle and right toe. (Some days nothin' seems to go right.)

Reprinted USA Corps of Engineers Intercom.

CONFLICT ALERT ON LINE

After weeks of full operational testing, the automated conflict alert system that warns controllers when aircraft are on converging courses in busy terminal areas was commissioned this week at Houston Intercontinental Airport. Houston is the first of more than 60 airports where the system will be implemented. Both visual (flashing letters) and aural (a buzzer) alarms are triggered when traffic conflicts above certain altitudes are detected by the system. The warnings give controllers time to analyze the situation and issue any instructions necessary to assure the safety of controlled air traffic. The conflict alert feature works in conjunction with the computerized Automated Radar Terminal System (ARTS III). The system tested and now operational at Houston is of the single beacon variety. Testing of a program which will provide the conflict alert capability for ARTS III Tracons, served by more than one beacon system, will begin at Miami International early this year.

NAV STANDARDS SET

The agency has taken the first step to implement an international agreement to reduce aircraft separation standards in the busy North Atlantic corridor while insuring that safety is not compromised. The agency amended the Federal Aviation Regulations (FARs), effective December 29, 1977, to require that aircraft operated in certain airspace over the North Atlantic meet a specified level of navigation performance capability. In this way, navigational errors

will be minimized and ensure that an adequate level of safety is maintained when lateral traffic separation standards are reduced from the 120 miles to 60 miles on October 5, 1978. The reduced separation will increase the capacity of the busy North Atlantic flight corridor and yield substantial fuel savings since more aircraft will be able to use the optimum routes.

AIRPORT (from page 1)

preliminary steps may be taken for airports at Atlanta and San Diego. On the other hand, the plan recommends the construction of a number of new air carrier airports to serve smaller urban areas as well as more than 450 general aviation airports. Copies of the 400-page plan are expected to be available in March.

ADVISORY (from page 1)

Central: Des Moines, Kansas City, Omaha and St. Louis;

Eastern: Buffalo, Charleston, WV., Pittsburgh, Teterboro and Leesburg;

Great Lakes: Chicago, Detroit, Indianapolis and Minneapolis;

New England: Boston and Montpelier;

Northwest: Portland, Seattle and Boise;

Rocky Mountain: Casper, Denver, Grand Forks, Great Falls, Huron and Salt Lake City;

Southern: Atlanta, Birmingham, Charleston, Jackson, Memphis, Miami and Raleigh;

Southwest: Houston, New Orleans, Oklahoma City, El Paso, Albuquerque, Lubbock, Fort Worth and San Antonio

and Western: Oakland, Los Angeles, Las Vegas and Phoenix.

AN NEW PARK?

According to the National Park Service, the employees of FOB-10A will be able to enjoy a park across C Street by next summer. Landscaping plans have been formulated for the plot of land between the street and the railroad, and work should begin sometime this spring. Besides ground cover--presumably grass--bushes and park benches are tentatively planned.

A GOOD PLACE TO GO WHEN YOU GOT TO KNOW

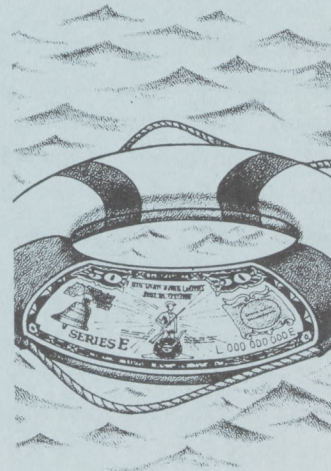
Since the movie "Close Encounters of the Third Kind" hit area theaters, there has been a run on books dealing with Unidentified Flying Objects (UFOs) at the DOT Branch Library in FAA Headquarters. So Branch Chief Dorothy Poehlman has put some of the more popular publications in a special display but says no little green people have showed up to date asking to check one out. The mission of the library, she notes, is to assist DOT employees meet their need for information. The library provides Hq. FAAers with a variety of services including a daily weather map which is considerably clearer than the one that appears in the daily papers. An eclectic collection of aviation-related books also is available, as well as an excellent selection of periodicals. The collection of past issues of aviation related magazines is a gold mine for people with research assignments. For instance, when INTERCOM wanted to know who crossed the Atlantic by air before Lindbergh, a quick check with the library produced a list of 113 names. Most were in

dirigibles and some of the names were repeated since some of the people crossed twice. So keep in mind that the library is a good place to go when there's something you have to know.

AWARDS AND REWARDS

The Office of Accounting and Audit presented Quality Increase awards to Linda D. Brown, Rudolph A. Pettinato and Phyllis T. Williams; a Special Achievement Honorary Award to Benjamin J. Waldo (prior to his retirement), and Special Achievement Cash Awards to Sheila T. Ceasar, Bernard Davis, William L. Miller, Frederick S. Mozingo and Vivian M. Saunders.

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FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

78-3

PEAK TRAFFIC YEARS ABOUND

A year-end look at 22 air traffic control facilities--13 towers and 9 en route centers--shows operations were up across the board during 1977. Chicago O'Hare, Boston Logan, Philadelphia and Denver Stapleton Airports all had peak years. O'Hare, the busiest airport in the world, recorded 741,329 operations. This is up four percent over the previous peak year of 1976. Average daily operations at O'Hare were 2,031. At other airports having peak years, daily averages were: Boston Logan, 928, Philadelphia, 906 and Denver, 1,278. Of the 9 ARTCCs monitored, all handled more (Continued on page 3)

JANUARY WORLD HONORS WRIGHTS

This year marks the 75th anniversary of powered flight and the January FAA World has a special section chronicling the events leading up to that historic achievement of the Wright Brothers in 1903. It's something every FAAer will want to pull from the magazine and save. And for those mystified by the term "Zero Base Budgeting," the January World has an article that makes it all perfectly clear. In fact, the article says, ZBB is nothing more than "common sense." You'll also find other interesting articles as well as the regular features. Just look for the World with the big zero on the cover.

BIG CRASHES MAR '77 SAFETY RECORD

1977 wasn't the best year for aviation safety but--depending on which figures you look at--it wasn't the worst either. On the bright side, the National Transportation Safety Board reported 26 air carrier accidents in all operations last year, the lowest number recorded in U.S. air carrier history. On the dark side, fatalities associated with U.S. air operations in 1977 were a record 654. This unprecedented number of deaths, 246 of which were on an aircraft of foreign registry, resulted from the ground collision of two chartered B-747s in the Canary Islands. . . . However, in the busiest area of commercial flying--U.S. certificated air route carriers in domestic passenger service--there were only 64 passenger fatalities among a record breaking 236 million passengers. In addition, two crew members and nine people on the ground died as a result of accidents. . . . In U.S. international scheduled passenger service, there were no passenger fatalities last year as compared with 35 in 1976 The air taxi safety record was essentially the same as the previous year. The number of fatal accidents was down by one, (Continued from page 3)

SAFE ON THIRD TRY

When the plane was first advised that visibility at the local airports, including Spokane International, was marginal and the airports were open for instrument approaches only, there didn't seem to be any problem. The pilot replied that he would file IFR and was, in fact, already flying on instruments. But as time went by, controllers David P. Dalsanders, Ralph Luke, Buddy Bennett and Robert Dodson of the Spokane Tower had to give the wandering pilot more and more help. First the light twin was instructed to fly an ILS course, but this proved impossible. The plane wandered all over the cloudy sky. At that point the controllers suggested an Airport Surveillance Radar (ASR) approach. The pilot concurred with the suggestion. "Nothing seems to work in this airplane," he said. He was quite right. Nothing was working very well, but on the third attempt, while controllers hand carried the aircraft, a successful landing was made. After the landing, the only equipment on the aircraft found to be malfunctioning by FAA inspectors was the pilot who, to no one's great surprise, was not instrument rated. . . . During the month of December, 240 flight assists were reported-- 66 by flight service stations, 127 by towers and 47 by centers. There were a total of 432 people reported on board the aircraft involved. Primary causes for the assists included 113 lost pilots, 24 low on fuel, 46 involved with precarious weather and 68 with equipment malfunctions.

Your thoughtfulness and sentiments on the occasion of my father's death are deeply appreciated by my family and me.

Lawrence S. Taylor

STREAMLINING FAA

Since joining FAA almost a year ago, Administrator Bond has been taking a close personal look at the agency. He has visited several regions and a number of facilities, with more on the schedule for the near future. In conjunction with these efforts, the agency is awarding a contract to a transportation consulting firm to take an objective, in-depth look at the FAA management and make recommendations to improve efficiency. The Administrator characterized this study as "one of the final steps in my review of the agency and the way it operates." According to current estimates, the first report of this study being conducted by Booz, Allen and Hamilton, Inc., of Bethesda, Maryland, will be finished in about six weeks with an expanded final report expected in about five months.

CONCORDE FIRST INNING TABULATED

The agency last week released its first full-month noise monitoring report covering 90 Concorde operations during December at New York's JFK Airport. The aircraft's average effective perceived noise level (EPNL) on departure was 95.7 decibels at Howard Beach and 97.5 at Belle Harbor. On approaches, the average EPNL at Cedarhurst was 101.6 decibels. Departure noise levels at JFK continue to be significantly lower than those measured for Concorde operations at Dulles because the aircraft makes an immediate left turn over Jamaica Bay and away from Howard Beach where the monitoring equipment is located. In addition, the takeoff gross weight at New York is less than at Dulles because of the reduced fuel requirements. During the first month of operation, there were no sonic booms recorded on the FAA's monitoring equipment located at sites along the coast below the Concorde flight paths.

OPERATIONS

(From page 1)

from 47 to 46, but the number of fatalities were up from 133 to 156. Again the increase was due primarily to a single crash. In this case it was the loss of 29 lives in the December 13 Evansville, Ind., DC-3 accident that upped the year-end figure. . . . Data on the general aviation safety record is expected to be available in about two weeks and will be reported in INTERCOM.

SAFETY

(From page 1)

traffic last year than in 1976 and seven recorded all time busy years. The Chicago center led all the others with 5,237 daily operations. The Cleveland center had 4,877, New York 4,427 and Atlanta 4,274.

ROTORCRAFT JOINS FLEET

The agency has leased a Bell 206L helicopter to permit testing of new helicopter navigation techniques and provide proficiency flying for agency personnel. The copter--the first rotorcraft to become part of the agency's aircraft inventory--will be fully instrument-equipped. This will include RNAV (Area Navigation) equipment which will allow FAA helicopter specialists to fly and evaluate new RNAV helicopter routes being established in the Northeast corridor. Delivery of the aircraft is expected in early April.

FEDERAL FLIERS

If you think FAA has more airplanes than any other civil government agency, you're wrong. A new report from the Government Accounting Office shows FAA almost half way down a list of 11 Federal agencies covered by the GAO survey. The Interior Department was listed as owning 78 aircraft and leasing 273

others for such tasks as fire fighting, geological surveys and park and range management. The Coast Guard has 172 aircraft and uses them for search and rescue, law enforcement and marine environmental protection work. NASA was next on the list with 101 airplanes, 20 of which are borrowed from the military, and Customs has 73 aircraft, including 11 borrowed military planes. FAA was listed by GAO as having 73 aircraft also, but that since has dropped to 69 due to DC-3 retirements.

EEO AFFIRMATION

FAA Administrator Bond recently sent an official memorandum on Equal Employment Opportunity to all Associate Administrators, Heads of Offices and Services and Regional and Center Directors. Enclosed with the memorandum was a copy of Secretary of Transportation Brock Adams' Civil Rights Policy Statement (see below). In his memorandum, Bond said: " I expect the Secretary's policy to be fully implemented in the Federal Aviation Administration by every employee. I am holding each official reporting to me accountable for assuring that the policy is effectively carried out."

DOT CIVIL RIGHTS POLICY STATEMENT
Transportation vitally affects the social and economic development of our urban and rural communities and influences the mobility patterns and provides employment and recreational opportunities for millions of Americans. It is the policy of the Department of Transportation, in carrying out its programs, that there shall be no discrimination based on race, color, religion, sex, national origin or age. (Continued on page 4)

STATEMENT (From page 3)

There shall be vigorous affirmative action to assure full, fair and representative participation of minorities and women. Minorities and women shall be involved actively in the formulation of transportation policies, and shall participate fully in the department's decision-making process. Equal employment must become a reality in this Department, expressed by substantial increases in the number of minorities and women at all grade levels in the DOT work force. The Department shall aggressively enforce contract compliance requirements and nondiscrimination provisions applicable to all federally assisted programs. Businesses and firms owned by minorities and women will receive an equitable share of the procurement arising from the Department's programs. The implementation of this policy shall be a top priority. I shall insist that it be thoroughly understood, rigorously followed and recognized as an integral part of every program of this Department. I shall hold the administrators, managers and supervisors at every level in the Department accountable for the implementation of this policy and the full realization of these goals. The Department of Transportation will be a leader in the provision of equal opportunity for all Americans.

HISTORIC PLANE ON EXHIBIT

The first successful human powered airplane was hung last week in the Special Exhibits gallery of the Air and Space Museum, across Independence Avenue from FOB-10A. The plane which is both the largest (wing span 96 feet) and the lightest (70 pounds) is named appropriately the Gossamer Condor. It won a place in history last August 23 when it zoomed over a mile and a third course in searing seven and a half minutes. (This "trues out" to a little over ten and a half miles an hour. Ed.)

DP SYSTEMS SHOWN

The largest data processing exposition held annually in the nation's capital will open Tuesday morning, January 31, 1978 at the Sheraton-Park Hotel. Over 150 equipment and service firms will demonstrate new products, applications, solutions, accessories and services of interest to over 5,000 DP professionals. While the thrust of DP Expo is directed to individuals in the Federal sector, DP users from throughout industry and education will be in attendance. To complement the diversity in the exhibition hall, over 40 exhibitor-sponsored application workshops and nine, one-hour professional seminar sessions will be conducted in adjacent classrooms. The very popular workshops will emphasize specific applications of equipment and services. The professional seminar sessions will feature subjects of vital interests to those in the DP community. Admission to the exposition, workshops and seminars is complimentary. The show hours are 9 a.m. to 5 p.m., Tuesday through Thursday.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

78-4 January 23, 1978

WEATHER RADAR TESTS UNDERWAY AT ATLANTA

The testing of the National Weather Service (NWS)/FAA weather radar hookup got underway at the Atlanta En Route Center early this month. Three NWS radars are being remoted to the Center where returns are displayed on a special console being manned by a FAA weather coordinator. A unique and invaluable feature of the system is that 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 the weather disturbance can be determined. The specially-trained FAA weather specialist, who is also a controller, analyzes the weather and passes on pertinent information to sector controllers who subsequently pass on the info to pilots upon request. The test and evaluation, which is expected to last at least until June, 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.

GENERAL AVIATION SAFETY RECORD IS 'MIXED BAG'

The National Transportation Safety Board reported last week that the 1977 safety record for general aviation remained relatively the same as 1976. The NTSB report was a mixed bag revealing a slight decrease in fatal accidents, but an increase in total accidents as well as fatalities. With regard to fatal accidents, there were two less than in the previous year, down from 695 in 1976 to 693 in 1977. However, total accidents increased from 4,193 in 1976 to 4,476 in 1977, and fatalities jumped from 1,320 in 1976 to 1,395 in 1977. NTSB noted that while there was an increase in the total accident rate, the rate for fatal accidents was down in 1977. These rates are based on 100,000 aircraft hours flown. They were: total accidents--11.6 in 1976 and 11.8 in 1977; fatal accidents--1.92 in 1976 to 1.82 in 1977. In spite of the slight increase in the total-accident rate for 1977, the overall trends in all accident rates generally have been decreasing for the past 11 years, dropping from 27.6 in 1967 to 11.8 in 1977 and the fatal accident rate down from 2.72 in 1967 to 1.82 in 1977.

WOMEN PICKED FOR SPACE

Six women--the first to be chosen as potential space pilots--have been selected by the National Aeronautics and Space Administration as astronaut candidates, the space agency announced last week. The women were included in a group of 35 candidates who will help fly the space shuttle. Minorities in the group selected included three blacks and one oriental. This is the first team of potential space pilots to be selected in 11 years. After two years of rigorous training, the aviators will be ready for their first flight in space.

NEW LANDING STANDARDS OKed

The agency has established new criteria permitting specially-equipped airline aircraft to land at more than 30 airports under reduced weather minimums. The FAA said the action was based on operating experience that showed that aircraft equipped with sophisticated automatic landing systems can land safely in conditions in which the visibility along the runway is as low as 700 feet. But before an airline can make landings under the new criteria, it will have to satisfy the FAA that its flight crews have received the necessary training and that its aircraft have been equipped with the required automatic landing systems. The new criteria will allow landings when the runway visibility is in the 1,200-to 700-foot range. At present, only four airports in this country are certified for landings under the lower visibility conditions. They are Washington's Dulles Airport, Atlanta International, Denver Stapleton and San Francisco International.

SUPER BOWL: PLANNING WINS

Air traffic was about twice the normal amount in the New Orleans area over the Super Bowl weekend, but no one was surprised and there were no accidents or even incidents. Ways to handle the traffic surge had been worked out well ahead of time by the Air Traffic and Flight Standards FAAers in the area. Something of a parking jam did occur, but that problem was solved also. While the Dallas Cowboys and the Denver Broncos faced-off in the Super Dome, millions of dollars of aircraft were parked at the city's major airports. At New Orleans (Moisant) International--the air carrier airport--there were 400 extra planes parked on the field. In fact, parking space was at such a premium that runway 5/23 was closed and used exclusively as a parking lot. At Lakefront Airport, there were 350 itinerant planes on the field at game time, and they showed that a lot of the fans came first class. Of the planes, almost 100 were pure jet and over 100 were turbo-prop.

TOWER GETS AWARD

The air traffic control tower in Anchorage received architectural kudos recently when it was picked as a winner in the Washington Precast Concrete Industry's annual awards program. The tower, designed by Harold Wirum and Associates of Anchorage, is a prototype of a type what can be used for heights between 75 and 200 feet with little or no change in structural design. The tower uses an inner steel frame and an external precast concrete shaft that was cast in modular segments.

ICAO URGENT REQUEST

The International Civil Aviation Organization (ICAO), Technical Assistance Program (TAP), is seeking qualified candidates for its technical assistance projects for initial periods of one year with prospects of renewal in:

INDONESIA - TA-77/95 Nav aids Instructor, Level 4, Step 4.

QATAR - TA-77/158 Civil Aviation Technical Advisor, Level 5, Step 1. TURKEY - TA-77/157 Civil Aviation Advisor/Project Manager, Level 6, Step 1.

AFGHANISTAN - TA-77/93 Electrical Engineer, Level 5, Step 1.

JORDAN - TA-77/156 Flight Operations Director (OPAS), Level 5, Step 1. Applications due in

AIA-19 ASAP. BRAZIL - TA-77/103 Flight Test Engineer, Level 5,

Step 1. VENEZUELA - Project Manager (Civil Aviation and Training Advisor), Level 6,

Step 1. TA-77/02 Air Traffic Services Instructor, Level 4, Step 5. Applications due in AIA-19 NLT 2/17/78. The

positions in Venezuela require a command of Spanish. SALARY

LEVELS: Level 6, Step 1, Gross: \$43,890 and Net (free of tax): \$26,931 without dependents and \$29,245 with dependents.

Level 5, Step 1, Gross: \$38,190 and Net (free of tax): \$24,298 without dependents and \$26,299 with dependents. Level 4, Step

5, Gross: \$33,860 and Net (free of tax): \$22,202 without dependents and \$23,964 with dependents. Level 4, Step 4, Gross: \$32,860 and Net (free of tax):

\$21,713 without dependents and \$23,420 with dependents. In addition to basic salary, employees may be eligible for allowances such as: dependency allowance, assignment allowance, post adjustment, an installation grant, etc. Additional information about duties, salary, qualifications and benefits is available at your personnel office. You may obtain appropriate announcements and applications (ICAO, Technical Assistance Personal History Statement) from your personnel office. Applications should be completed and forwarded to AIA-19 by specified date. Federal employees accepting ICAO assignments are entitled to restoration rights. Further information regarding ICAO assignments may be found in Agency Order 3330.6B, Chapter 7.

**U.S. JUMPERS HIT MARK**

The U.S. Parachute Team last month won championship honors in eight-man team competition at the World Parachuting Championships in Gatton, Australia. Overall, the Americans finished third, in a field of 19 countries from all around the world. Canadian jumpers finished in first place in the world championship with the Federal Republic of Germany in second. The American team included 14 national skydiving champions selected at the U.S. National Championships held at Tulsa, Okla., last summer. (See EXIT, EXIT, EXIT, FAA World, October 1977.)

HOEKSTRA ELECTED AS FELLOW

Harold D. Hoekstra, Former Chief, Engineering and Safety Division, Flight Standards, was recently honored by the Society of Automotive Engineers (SAE) through election to SAE's Fellow grade of membership. His election will be formally recognized at ceremonies during the SAE Automotive Engineering Congress and Exposition in Detroit next month.

Hoekstra was cited in recognition of a distinguished career in the aviation industry spanning some 50 years. Beginning with his own design of a motorcycle-powered airplane in 1921, coupled with his later contributions to the design of various Stinson aircraft, he achieved a global reputation through the development and promulgation of sound design, operational, and safety standards for civil aircraft. In the 1960's, he directed the FAA aircraft safety research and development programs, including the first FAA noise measurement tests and transport crash tests which contributed to increased air transport comfort and safety. SAE is composed of over 33,000 members representing virtually every engineering discipline, scientists, and others who work with engineers.

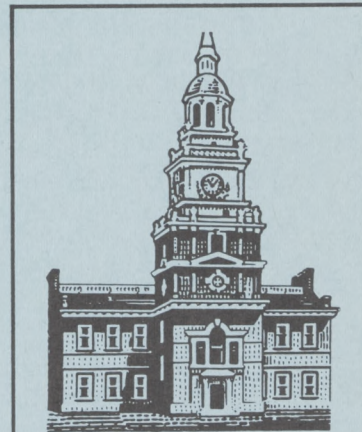
AWARDS AND REWARDS

The Logistics Service has presented a Special Achievement Award to Bernard Platon and John R.

Dupree. The Airway Facilities Service presented Quality Within-Grade Increases to Marcia Thompson and William Mood; Special Achievement Awards to George McConnell, Dorothy Long, Kathleen Lanham and Doris Marlene Thomas.

BOSWELL HONORED

George D. Boswell, Chief of the General Aviation Operations Branch, AFS, has been honored by the National Business Aircraft Association for his across-the-board service to general aviation. Boswell, who was honored for his contributions over the last decade has been chief of the operations branch for the past three years, is leaving Headquarters to become Chief of the Little Rock General Aviation District Office.



INDEPENDENCE HALL

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FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

78-5 January 30, 1978

FSS AUTOMATION OKAYED

Administrator Bond last week approved the flight service station automation master plan, and he authorized implementation of the first two of four phases. At the same time the money to purchase new equipment has been set aside in FAA's 1979 budget request. By late February or early March the agency will issue a request for proposals from industry. Included in the equipment to be purchased are 16 information processors which are, in fact, small computers with built-in memories. These processors will be installed in 14 en route centers around the country. Also one will be delivered to NAFEC and one to the Aeronautical Center. The computers at the 14 centers will serve the "level three" flight service stations where cathode ray tube keyboard displays will replace the clumsy, noisy and inefficient teletype machine. Specialists will not only be able to call up appropriate flight information and weather on the display but also can interrogate the computer and enter flight plans with the keyboard. Each FSS, depending on the size will have 12 to 21 displays. During the second phase of automation, which was also authorized by the Administrator, the automation equipment will be upgraded to provide graphics, including weather maps, facsimile (Continued on page 2)

\$3 BILLION BUDGET REQUESTED BY AGENCY

There is a new expression being bandied about in Washington. It is "half a trillion" and it describes the \$500.2 billion, fiscal 1979 budget sent to Congress last week by the President. Out of the total, \$3.091 billion is being requested by FAA. This means that of each dollar in the budget, three-fifths of a cent is earmarked for aviation, including grants to airports, aircraft and airmen inspection and certification as well as all air traffic control services. The total requested by the agency constitutes an increase of \$304 million over FY 1978. The request provides for 58,993 full-time permanent positions. The estimate for the Operations appropriation which finances current operating expenses is \$2.006 billion, \$106 million above FY 1978. Included in the \$106 million increase are funds to finance the full year costs of programs and positions authorized in the previous fiscal year, mandatory increases such as within-in grade salary increases and other expenses associated with the operation, maintenance and support of air traffic and navigation facilities. Included in the request also are price increases (Continued on page 3)

PEDAL POWER PAYS OFF

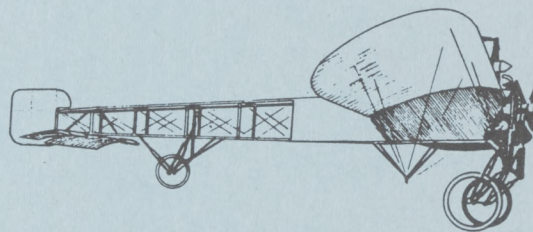
The agency's Distinguished Service Award was presented recently to Dr. Paul MacCready, the designer and builder of the Gossamer Condor, the world's first successful man-powered plane. Other team members were awarded Certificates of Commendation by Western Region Director Robert Stanton during ceremonies in Los Angeles. The agency awards were presented to the Gossamer team for successfully flying the man-powered aircraft at Shafter Airport near Bakersfield, Calif., last August. The flight also won the Gossamer team a prize of £50,000 (\$97,000) from the Royal Aeronautical Society of Great Britain. Besides being the world's first successful human-powered plane, the Condor is the world's slowest propeller-driven plane. It flew the record breaking course of 1.5 miles at a searing 10 miles an hour.

TOP TALENT SOUGHT

Nominations are being sought for general aviation mechanic and flight instructor annual awards programs which are supported by FAA but currently operated by committees of industry representatives. Selection of the Flight Instructor of the Year and the General Aviation Mechanic of the Year will be made from entries received by the committees prior to May 15. Nomination forms are being mailed to all flight instructors and mechanics of record. Additional forms are available from the chairman of the respective program: Mechanic of the Year, Robert Sweazay, AOPA Safety Foundation, 7315 Wisconsin Ave., Bethesda, Md., 20014; or Instructor of the Year, Alfred Passell, National Association of Flight Instructors, Box 20204, Columbus, Ohio 43220.

GUIDES PUBLISHED

The agency has published four model environmental impact statements (EIS) as a guide in the preparation of these documents for airport development projects. The four models illustrate a wide range of conditions for which environmental assessments are undertaken in connection with airport development projects. They offer specific examples of circumstances likely to occur at airports ranging in size from a major air carrier facility to a small general aviation airport. The EIS models are intended for use with the previously-published FAA report, "Environmental Assessment of Airport Development Actions," which offers step-by-step guidance on how to collect and analyze environmental impact data in order to meet the requirements of Federal, state and local laws and regulations.



BLERIOT

FSS (From page 1)

displays and radar pictures. Also, at this time, processors will be installed at the six remaining domestic, enroute centers. Although the processors are being installed at en route centers where maintenance and other specialists are available, it is by no means certain that hub FSSs, such as the Washington Station, will be collocated with the en route centers. According to current plans, the decision on whether to consolidate flight service stations into a limited number of "hub" stations will be postponed until the 1982 timeframe.

SUMMARY OF BUDGET ESTIMATES--FISCAL YEAR 1979 (in millions)

<u>Appropriation Title</u>	<u>FY 1978</u>	<u>FY 1979</u>	<u>Difference</u>
Operations (Trust Fund)	1,900 (275)	2,006 (300)	+ 106 (+ 25)
Facilities, Engineering and Development	14	19	+ 5
Operation and Maintenance, Metropolitan Washington Airports	22	24	+ 2
Construction, Metropolitan Washington Airports	6	5	- 1
Grants-in-Aid for Airports (Trust Fund)			
Program Level	(555)	(590)	(+ 35)
Contract Authority	540	575	+ 35
Planning Grant Program	15	15	-
Approp. to Liquidate Obligation	(325)	(550)	(+ 225)
Facilities & Equipment (Trust Fund)	209	371	+ 162
Research, Engineering & Development (Trust Fund)	81	75	- 6
Total - Budget Authority	2,787	3,091	+ 304

Note: Columns may not add due to rounding.

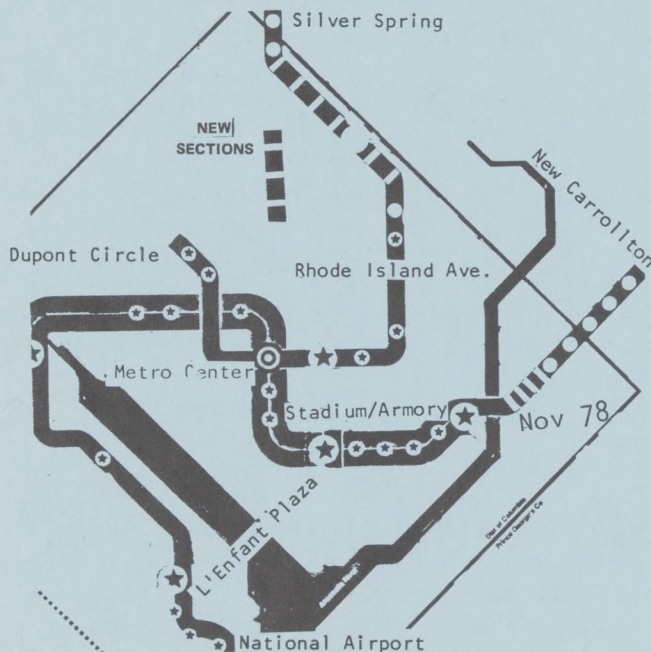
BUDGET (from page 1)
and full-year costs of the October 1977 Federal pay raise. The estimate requests an increased number of positions, including new air traffic controller positions. Under the facilities, Engineering, and Development appropriation, the budget authority requests of \$19.4 million will support continuing programs in aircraft safety, environmental protection, safety research and aviation medicine leading to new or improved regulations for civil aviation. The Facilities and Equipment request for \$371 million includes \$146.6 million for flight service station automation. When added to the \$27.9 appropriated last year, this will provide funds to automate all Level III (highest/activity) flight service stations.

ENGINEERING CONFERENCE SET

The agency will hold a conference on New Engineering and Development Initiatives--Policy and Technology Choices on March 22 and 23 in Washington to get suggestions and comments from airspace users on FAA's engineering and development program. In announcing the meeting, Administrator Bond said, "While the present research and development efforts are expected to yield major benefits in safety, productivity and capacity, the continuing growth of aviation will necessitate new systems and new operating philosophies in the years to come. An intelligent approach to planning FAA's engineering and development efforts for the future requires strong participation by the users of the airspace."

METRO STRETCHES TO MD.

It's going to happen next Monday. The Washington subway/METRO line will reach all the way into Maryland as the elevated line to Silver Spring opens February 6. FAAers from Silver Spring, Takoma, Fort Totten and Brookland will be whisked to the Southwest in no time at all. Of course, commuters will have to change trains at Metro Center and get a "Blue Line" train to L'Enfant Plaza.



But even with the change, the trip, according to METRO literature, should take only 18 minutes. (This optimistic figure is based on having perfect connections at Metro Center. Thirty minutes is a more realistic estimate.) Also according to the METRO brochure, the one way fare, during rush hour from Silver Spring to L'Enfant Plaza is 85 cents--and 60 cents in non-rush hours. If you're planning to ride the METRO, give yourself a break and get a "Farecard" ahead of time. They are available at the Maryland Avenue METRO exit/entrance, just across 7th Street from FCB-10A.

TAD, TGC, TPI ARE OUT

The routing symbols for the Department of Transportation Office of the General Counsel and the Assistant Secretary Offices in the Office of the Secretary (OST), have been changed. "TAD," "TGC," and "TPI" are gone. The new prefixes in OST are:

- C - Office of the General Counsel
- P - Asst. Sec. for Policy and International Affairs
- B - Asst. Sec. for Budget and Programs
- I - Asst. Sec. for Governmental Affairs
- M - Asst. Sec. for Administration

The prefix "S" will continue in use for the Immediate Office of the Secretary. Other routing symbols in OST were eliminated through reorganization. The new routing symbols will be effective with the next issue of the DOT Telephone Directory, which is scheduled for distribution in February.

FEW MEETING FEATURES LAWYER

The February 15 meeting of Federally Employed Women, Inc. (FEW) will feature Katherine Klos, a Washington attorney who is Director of the Employment Discrimination Complaint Service of the D.C. Bar. Klos will make an informal presentation of what constitutes sex discrimination, and will describe the kinds of advice and referrals her service offers at any stage of the EEO complaint process. All employees are always welcome to the brown bag lunch FEW meetings which are held regularly on third Wednesdays promptly at noon in Room 10330 in the Nassif Building 7th and D Streets.

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FOR INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APA-4

78-6 February 6, 1978

BOND SPEAKS OUT ON NEW LANDING SYSTEM

Administrator Bond last week accused the British Civil Aviation Authority and the British Plessey Corporation of "using the press and other news media to deliberately mislead and confuse the world aviation community" about a U.S. backed all-weather approach and landing system. Bond's charges were made at a hearing of the House Government Operations Subcommittee. The Administrator said the U.S. sponsored Time Reference Scanning Beam/Microwave Landing System (TRSB/MLS) has been developed in "a goldfish bowl" from the outset, with wide public participation, to make available the best system to accommodate the needs of aviation worldwide. He labelled as "simply not true" the British allegations that the U.S. is conducting a misleading test program, issuing false data, and that the TRSB system is unsafe. Bond said the campaign to discredit the U.S. program and its candidate system can only be construed as a last ditch attempt to influence the final decision of the International Civil Aviation Organization (ICAO), which is scheduled for April.

LATEST RADAR SHIPPED

The electronic components for the first of 27 new Air Route Surveillance Radars (ARSR-3s) have been shipped from the Westinghouse plant in Baltimore to the Aeronautical Center in Oklahoma City, where the equipment will be used for training controllers and technicians. The building to house the equipment and the antenna tower already have been constructed, and systems acceptance is scheduled for about March 1. The next ARSR-3 will be installed at Arlington, Iowa, and will serve the Chicago Center. Subsequent systems are destined for other areas with heavy enroute traffic. The new radars will provide controllers with a clearer radar picture of the weather and aircraft. Essentially, this will mean better target detection, improved weather detection and reduced clutter. Four of the radars will be mobile models which can be moved into place to take over the the function of fixed units that might be damaged by severe weather or accidents. There are currently 98 long-range systems providing information to the 20 air route traffic control centers in the conterminous U.S., which play a vital role in the control of aircraft operating between airports.



AIRWORTHINESS CONFERENCE PAYS OFF

Amendments to the agency's airworthiness regulations resulting from the December 1974 Airworthiness Review Conference are still being adopted. And the total now is up to 404. The latest changes are designed to update and improve standards for aircraft performance and flight characteristics and to strengthen requirements for flight manuals. Included are amendments that require aircraft to have greater in-flight stability to minimize unintended movements during instrument operations and upgrade the performance standards for aircraft weighing 6,000 pounds or less, so that they are comparable to those applicable to larger aircraft. The new rules also require that all aircraft in the 6,000-pound-and-under category that are manufactured after March 1, 1979 be equipped with flight manuals. There is no such requirement in existing regulations.

THE BLIZZARD OF '78

"40 MIIT," is the restriction that the Indianapolis Enroute Center imposed on adjacent centers during the big Midwestern blizzard of January 25/26. "40 MIIT," translated as "40 miles in trail" meant that the center was accepting only minimal traffic from other centers. The restrictions were imposed because the snow-bound center was being run by a mid-shift skeleton crew of 19 controllers, two assistant chiefs and one team supervisor. Fifteen Airway Facilities technicians also were on duty. This crew stayed on the job for about 40 hours, sleeping on cots when they had a chance. They did

their own cooking and generally made do with what was available. The weather situation was so critical that the Mayor of Indianapolis ordered everyone except police and firemen to stay at home. But the situation at the center was not as bad as it might have been. Although the staff was minimal, so was air traffic. All local airports were closed by the blizzard and "over" traffic was being routed around the center area. According to Center Chief George Acri, the surrounding enroute centers and Central Flow Control in Washington were all most cooperative. . . . Although the Indianapolis Center, with its 20 inches of snow, was one of the hardest hit, many other FAA facilities in the Indiana/Ohio area found themselves in similar straits but were kept open and operative by midwatch people. Meanwhile, snow continued to fall throughout the day and the wind gusted to more than 70 miles an hour in some places.

SIMULATORS PURCHASED

Real air traffic situations but not real live traffic will be used to train neophyte controllers at the FAA Academy starting in 1980. A \$5.2 million contract to design, test, build and install radar training facilities in the Academy's new laboratory building was awarded recently to Logicon Inc. of San Diego. There will be two laboratories for training enroute controllers and two for terminal controllers in the training building which is under construction. Each lab will have radar sectors or control areas made to look exactly like the control rooms controllers will later find at their operating facilities.

IN CASE OF AN ATTACK

Current Civil Service directives require that all Federal employees be reminded at least once each year of their responsibilities under the system for Nationwide Post-Attack Registration of Federal Employees. This system provides for the location and mobilization of trained Federal employees in the event of an emergency brought on by an attack on this country. Each of us, as citizens and Federal employees, has a responsibility to contribute to the strength of our nation, particularly in times of emergency. In the event of an attack, as a civilian employee of FAA, you have an obligation, whether you have an emergency assignment or not, to follow these procedures. If you are prevented from going to work because of an enemy attack, or if you are prevented from reporting to any emergency location, go at once to the nearest post office. Ask the postmaster for a Federal employee registration card, fill it out and return it to the postmaster for forwarding to the Civil Service Commission office serving your area. When the Commission receives your card, the FAA will be notified. Appropriate authorities will then decide where and when you should report back to work. For further information see the Federal Personnel Manual, Chapter 910, which is available in your personnel office.

BE AWARE

It has come to our attention that a private firm called Employee Benefits Planning Agency has been contacting employees by telephone during working hours to arrange for appointments to discuss supplemental health and retirement plans. This firm has not been contracted

by the FAA, DOT, or the Civil Service Commission to perform this service. Employees desiring to discuss their financial arrangements with representatives of this firm must do so during non-duty hours.

FAA SON PICKED FOR SPACE

One of our boys made it--well, almost. The son of a FAAer has been picked for the Astronaut Program. He is Robert L. Gibson, son of retiree Paul Gibson, formerly with the Aircraft Engineering Division, Western Region. Robert, incidentally prepared for his selection by being Number One in his class at Navy Test Pilot School--an over-achieving son, no doubt of an over-achieving father.

CONTROLLERS PROTECTED

Controllers who are sued individually in accident cases can be represented by the U.S., according to an appeals decision handed down by the Fourth District Court of Appeals in Richmond, Va., late last week. See next week's INTERCOM for details of this case which grew out of court proceedings following the Sept. 11, 1974 crash of Eastern Airlines flight 212 in Charlotte, N.C.

JOSEPH L. ADAIR

Joseph L. Adair, a computer system analyst with the Flight Service Station branch in the Airports Division, of SRDS died Monday, Jan. 30, of cancer in Wilmington, Del. In the last years of his 35-year government career, Adair was involved in the FSS Automation Program, particularly the Aviation Weather and NOTAMS System (AWANS). A memorial service will be held Thursday, Feb. 9, in the Friar's Chapel at St. Dominic's Church, 630 E. St., SW, across from DOT.

NATIONAL BLACK HISTORY MONTH

Roots, Achievements and Reflections

Throughout the month of February, various operating elements within the Department of Transportation will sponsor special films, exhibits and noteworthy speakers for the Departmental program commemorating National Black History Month. This annual recognition of the Black experience and culture is sponsored by the Association for the Study of Afro-American Life and History.

"DOT BLACK HISTORY OBSERVANCE SCHEDULE OF EVENTS"

This week

Black History Exhibit
Rm. 4200, Nassif Bldg.
9 am to 5 pm
Bill Johnson, HPA, Exhibitor

February 7

Film: "I HAVE A DREAM"
Auditorium, FOB-10A
11:30 am and 12:30 pm

February 10

Alex Haley
Departmental Auditorium
Constitution Ave. between
12th and 14th Sts., NW
11:30 am to 12:30 pm
(tickets from Barbara Hinton,
Office of Civil Rights, x63785.

February 14

Film: "HARRIET TUBMAN AND THE
UNDERGROUND RAILROAD"
Auditorium, FOB-10A
12 noon and 1 pm

February 21*

Forum: "The Bakke Case - A Forum
for Understanding"--Dr. Kenneth S.
Tollett Director, Institute for
the Study of Educational Policy
Howard Univ., Rm. 2232 Nassif Bldg.
2 pm.

February 23

Film: "MONTGOMERY TO MEMPHIS"
Auditorium, FOB-10A
11:30 am, 12:30 pm and 1 pm.

February 24

Martin Enterprises Air Exhibit
Conference Rm., 5 ABC, FOB-10A
9 am to 4:30 pm, sponsored by
FAA. Over 150 works will be
shown to acquaint the public
with the professional black
artist and develop an even
greater awareness of their works.

* The Bakke case had produced considerable interest and controversy across our country. The final outcome of the U.S. Supreme Court's review of this case is certain to have far reaching ramifications on affirmative action programs in both public and private sectors. This forum will provide a unique opportunity for the exploration of issues and the exchange of ideas and information on a matter of critical importance to us all.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APA-4

78-07 February 13, 1978

CONTROLLER COUNSEL ASSURED

As a result of a ruling by the Fourth Circuit U.S. Court of Appeals in Richmond, air traffic controllers may continue to be represented by a Government counsel in the event that they are sued individually following a plane crash. A judge for the Western District Court of North Carolina had previously ruled that Government counsel was disqualified from representing individual controllers because of a conflict of interest. But the Appeals Court ruled that, in fact, there was no conflict of interest and that the defense would not be fragmented if counsel represented more than one defendant. The court concluded that "Indeed, it appears to us that such representation is highly desirable since these defendants will have the benefit not only of Government counsel but also the reservoir of the Government's expertise in this highly involved and technical litigation, and will be spared the burden upon their time and resources incident to the employment of independent counsel."

NOTHING MUCH WRONG UP HERE

Some "saves" are harder than others, and some of the most difficult occur when pilots don't tell controllers and FSS specialists what's wrong. This is what happened at the Zanesville, Ohio, (See page 2)

NORTHEAST GETS SNOW, SNOW AND MORE SNOW

A two-day blizzard literally paralyzed transportation facilities on the East Coast last week. Snow and winds up to 75 miles an hour on Monday and Tuesday closed virtually all airports north of the Washington/Baltimore area. It wasn't until Wednesday that military airlift planes carrying snow removal teams and equipment as well as medical personnel and supplies began to land at major New England airports. FAAers on the scene reported these were highly efficient operations and the work being done by military troops and equipment was "fantastic." In New York, where the Eastern Regional Office opened on Wednesday after being closed for two days, all airports were put out of business and FAA facilities were closed. But this doesn't mean that all agency employees could sit back and relax. As a matter of fact some FAAers worked marathon shifts at critical stations. Danny Klein manned one Eastern Region Communications Center for 56 consecutive hours. A fellow communicator, Gene Moore, worked a 44 hour shift. Reports of other service above and beyond the call of duty are just beginning to come in and will be covered in subsequent INTERCOMS.

NOTHING WRONG (From page 1)

Flight Service Station recently, when a pilot called in requesting information on field conditions. Specialists James A. Sterzinar and Mark D. Barnhill replied that the airport was closed due to snow and "snow removal in progress." At the time, they had no way of knowing that the plane flying somewhere east of the airport had exactly 16 minutes of fuel on board. It wasn't until the errant plane had less than 10 minutes to fuel exhaustion that the two specialists found out they were dealing with an emergency. At that time they heard an aircraft overhead and identified it as the plane they were "working." In rapid succession they then directed the three trucks plowing the field to vacate runway 22, and they cleared the plane to land. It was 16 minutes since the plane with two persons aboard had first contacted the FSS when the plane landed and after landing coasted to a stop. It had to be towed off the runway with dry tanks.... During the month of January 1978, 249 flight assists were reported --88 by flight service stations, 114 by towers and 47 by centers. There were a total of 467 people reported on board the aircraft involved. The primary causes for the assists included 112 lost pilots, 39 low on fuel, 80 involved in weather and 58 with some type of equipment malfunction.

ELT BATTERY MALFUNCTIONS

Special batteries powering aircraft emergency locator transmitters (ELT) have been found damaged during routine maintenance on the ground, Flight Standards inspectors have reported. In at least three instances, lithium sulfur dioxide batteries have caused

noxious fumes and excessive heat and smoke. Charring and sooting of gaskets and ELT cases, case bulging and blistering of paint have been discovered in several ELT-equipped aircraft. FAA has alerted field inspectors to these potential hazards and malfunctions, and is informing the aviation community.

MLS DEMOS CONTINUE

The agency will demonstrate its TRSB microwave landing system at Shiraz, Iran, on March 7 and 8 as part of a continuing program to show the equipment's capabilities in a broad range of environmental conditions and geographical locations. Similar demonstrations were successfully completed recently in Kristiansand, Norway, and Brussels, Belgium. Others, previously announced, are scheduled for the African cities of Dakar on February 14 and 15 and Nairobi on February 23 and 24. The Shiraz demonstration will feature the simplest and least expensive configuration of the U.S./Australian-developed time reference scanning beam (TRSB) MLS. Known as the "small community" model, it is designed to satisfy requirements at the majority of airports in the United States and around the world. The FAA demonstration program is keyed to the April meeting of the International Civil Aviation Organization, which is scheduled to select a new world-wide standard precision-approach guidance system to replace 30-year old instrument landing system (ILS). An ICAO technical group--known as the All Weather Operations Panel--already had voted to endorse TRSB/MLS over the British-backed Doppler system.

FAA AIRPORTS SCORE GAINS

Passenger traffic was up in 1977 at both FAA owned and operated Washington area airports. At Washington National a total of 13,258,200 passengers used the airport, a 7.5 percent rise from the previous year's total. Total passengers using the facilities at Dulles were 2,867,782--up 0.9 percent from 1976. Of these, 2,118,964 were from domestic airlines, while 557,624 were international passengers. The biggest jump in business registered at either airport was at Dulles in international mail. This was up 54.6 percent over 1976. Total mail handled at Dulles was 38,241,000 lbs., 26.5 percent more than the previous year. At National domestic mail was up a modest 3.7 percent, whereas freight was down 0.2 percent. The increase in international freight at Dulles, on the other hand, was over 10 percent.

AIRPORT PROGRAMS EXPLAINED

An informative and brief report entitled "Developing the National Airport System," which highlights the agonies and ecstasies of the FAA's Airports Programs, was published last week by the agency. Its purpose is to familiarize FAAers and the general public with a major agency program. The report, prepared by the Office of Public Affairs, traces FAA/DOT and Congressional actions that led to the Airport and Airway Development Act Amendments of 1976. It also delineates many of the Airports' programs which contribute to our safe and efficient National Airport System.

GENERAL AVIATION SURVEY SET

The agency will save some 120,000 real dollars in postage and processing and get better information than it has in the past when it surveys a statistical sampling of general aviation aircraft owners this month. Information questionnaires will be mailed to only one seventh of the approximately 220,000 registered owners to get an overall picture of aircraft use and equipment. Specifically, the questionnaire, slated to be mailed to 30,000 of the owners, will ask about the current location and status of the aircraft, the communication, transponder, navigation and ILS receiving equipment and how the plane was used during the past year, whether it was used for executive, business, personal, aerial applications, instructional, air taxi, industrial/special, aircraft rental or for other purposes. Results of this first annual sampling survey are expected to be available this summer.

AARONSON NAMED TO TOP POST

Robert J. Aaronson, Aviation Administrator for the State of Maryland, has been named to head the Office of Airports Programs. In his new post as Assistant Administrator for Airports Programs, Aaronson will direct an office responsible for the administration of the \$554 million a year Airport Development Aid and the Planning Grant Programs. He also will oversee the National Airport System Plan, airport standards development, and airport safety programs including airport certification. Aaronson had been Aviation Administrator for the Maryland Department of Transportation since 1972. Prior to that he was Special Assistant to the Secretary of the Maryland DOT.

CREDIT UNION MEETING SET

The Annual Meeting of the Transportation Federal Credit Union will be held in the Main Cafeteria, Middle Section, 2nd floor of Federal Bldg. 10A, 800 Independence Ave., SW, Washington, D.C. at 3:30 p.m. on Thursday, February 23, 1978. All members attending the meeting will receive a free gift, and ten lucky members will receive attractive door prizes. The Board of Directors will give annual reports to members, and members will be elected to fill expired terms or vacancies on the Board of Directors and the Credit Committee. The following candidates have been recommended by the nominating committee.

Board of Directors: Vote for four for 3-year terms:

- Robert Greenberg, FAA, Retired
- Robert B. Helland, FHWA, HHP-15
- Joseph A. Love, FAA, AAF-560
- Peter J. Verdin, FAA, AAA-430

Credit Committee: Vote for three for two-year terms:

- James L. Conrad, FAA, AAA-410
- Lesley Oden, FRA, RAD-43

for one-year term:

- Eileen (Sue) Huber, FAA, APT-220

SRDS EMPLOYEES GET AWARD

SRDS Technical Publications Editor John S. Nogro and Secretary Kathleen M. Mook, both of ARD-54, shared a suggestion award of \$720.00 for achieving savings of \$16,631.46 by revising vacancy announcement releases. By using the reduction method, APT will soon prepare almost all of the announcements on one side of the sheet. Previously, approximately 70% of agency announcements were released with a few lines on the second page. The suggestion was submitted in October 1976 and is being reviewed by the DOT and other government departments.

SPEAK UP

The local Speechmasters/Toastmasters Club is looking for new members who will stand up and speak for themselves. The club meets every 1st and 3rd Tuesday in FOB-10A, Room 5AB, from 12:00 noon to 1:00 p.m. Here are some of the benefits available to members:

- A unique means of learning and improving your communicative abilities within an atmosphere of fellowship and fun with your fellow Toastmasters Club members.
- Professionally prepared educational materials and resources on speaking, listening, discussion, parliamentary procedure, audio-visual techniques and conference and meeting procedures.
- Increased confidence, ability to organize logical thought and present it self-assuredly, and a better understanding of human relations.

If that isn't enough encouragement, FAA will reimburse you for the entire amount you pay Toastmasters International. For further information and meeting dates, call Admin. Vice-Pres. Sharon Wildes, x63791.

MIDDAY DRAMA

A dramatic tribute to Harriet Tubman will be presented by Kelly Miller Junior High School students on Wednesday, February 22 at 12:45 p.m. in the FOB-10A auditorium. The play will be based on the life of the woman slave who escaped and was instrumental in setting up the "Underground Railroad" to freedom.

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FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APP-4

78-08 February 21, 1978

MORE ABOUT SNOW

Last week's blizzard dumped four to five feet of snow on the New England coastal areas and literally brought transportation to a halt. FAAers staffed facilities while they were still operating and then struggled to get home or to rescue others stranded by the storm. The snow, which began to fall on Monday, February 6, continued in some areas through Wednesday. . . . The tower at Boston's Logan Airport was evacuated Monday night when the cab began to be buffeted by winds up to 70 knots. The few controllers who remained at the airport, which was sealed tight by the snow and gale winds, worked from the TRACON. The airport itself was officially closed from February 2nd to the 11th, but controllers stayed on duty to land Military Airlift Command (MAC) planes which began to touchdown between drifts very early Wednesday morning. The MAC planes from the "outside" were loaded with earth moving equipment and operators from southern military bases. . . . Outside the airport an AF technician, checking an isolated radar site in Winthrop, Mass., was stranded alone and without food for two days. Ultimately the technician was rescued by his branch chief, who drove (See page 2)

METEROLOGIST COMING TO ENROUTE CENTERS

Thirteen of the 20 en route Centers operated by the agency in the conterminous U.S. will have the services of full-time professional meteorologists beginning April 3, FAA and the National Oceanic and Atmospheric Administration have announced. Three weather service meteorologists will be assigned to each of the 13 centers. The program will be expanded later to include all 20 centers. The meteorologists will monitor aviation weather conditions within each center's control area and keep controllers continuously advised of weather changes, particularly those that may pose a hazard to aviation or impede traffic flow. The same weather info will be transmitted to flight service stations for use in briefing general-aviation pilots. The meteorologists also will be responsible for requesting and disseminating weather reports from pilots, providing detailed weather info for center personnel and conducting weather training for controllers. Centers slated to get the new service are: Atlanta, Houston, Chicago, Indianapolis, Cleveland, Washington, Boston, Fort Worth, Jacksonville, Memphis and Miami. The New York and Kansas City Centers' weather service will be upgraded and incorporated in the FAA/NWS program.

STILL MORE LANDING PLACES

The number of airports, heliports and other landing facilities available to civil aircraft in the United States and its possessions increased to 14,117 in 1977, a net gain of 347 from the previous year. The figures include civil landing facilities as well as military facilities that permit civil aircraft operations. Privately-owned landing facilities accounted for the majority of the increase, going from 9,103 in 1976 to 9,409 in 1977. Included in the 1977 year-end total were 11,713 airports, 1,850 heliports, 513 seaplane bases and 41 stolports/stol runways. Also included were 48 facilities in U.S. possessions or territories. Texas continues to lead all states with 1,250 landing facilities, followed by Illinois with 876, California with 813, Alaska with 763, Pennsylvania with 651, Ohio with 569, New York with 490 and Florida with 438.

FEBRUARY 'WORLD' IN THE MAIL

February is Black History Month and FAA World takes note with a profile of Oscar Holmes, the man who cracked the color barrier in air traffic control and later became the first of his race to earn a Navy commission and wear Navy wings. The much-discussed subject of "controller stress" is covered in-depth by two FAA medical researchers. Read how "Radar Willie" survived, even prospered, during his 20 years in O'Hare tower. The new En route Flight Advisory Service is examined from the air by a flying public affairs officer; there's an article on the once "incredible winter" of 1977; and we detail the outcome of controller rivalry over the Michigan-Ohio State football game. And, of course, all the regular departments are there, too.

SNOW (From page 1), a snowmobile all the way from Nashua, N.H., The technician was not the only FAAer who was stuck. A number of people were caught in the Regional Office, but they were a little better off since they had stale sandwiches which they washed down with soup from a vending machine. . . Rhode Island literally became an island when drifting snow cut all access to the outside world. As the situation deteriorated, the need to open T.F. Green Airport in Providence became critical. At that point, FAA technicians were picked up by a helicopter from downtown Providence and flown to the airport, where they cleared and adjusted essential NAVAIDS. In the meantime, the ATC tower lost all power and was moved to a weather service observation deck. In this way, the airport was opened for the big MAC jets carrying an army of technicians and operators and their essential earth moving (and snow-moving) equipment. . . . Among those who fought--not always successfully--to get home was Public Information Officer Vet Payne. He left the Regional Office at 3:30 p.m. Monday and arrived home disheveled and odoriferous (according to his own account) late Wednesday afternoon. He spent the first night in a bus (and was thankful to be there) and the second on the floor of a Howard Johnson's (and was thankful to be) So, that's how working in New England has been this winter. Also, the Central Region was hit last week when airports and the regional office were closed by at least two feet of snow.

ORDER CANCELLED

The Office of Airports Programs is cancelling obsolete Order 5100.13, Revised Federal-Aid Airport Program Forms Information, dated 8/3/70. The cancellation will appear in the next checklist of directives.

FAA NOT LIABLE

The U.S. First Circuit Court of Appeals has cleared the agency from liability in connection with the crash of a DC-7 on takeoff from San Juan International Airport on December 31, 1972. Among those killed in the widely publicized crash was baseball player Roberto Clemente. The United States District Court in Puerto Rico had previously ruled that the U.S. was liable because FAA personnel had not warned the occupants that the aircraft might not be safe. The First Circuit Court reversed this ruling, stating that FAA employees had not failed to perform duties intended to benefit the flying public. The court ruled that the directive ordering mandatory surveillance of large, non-air carrier aircraft was an internal agency rule. It also ruled that any failure by FAA employees to perform the duties outlined in such an order might be the basis for internal discipline, but would not constitute a breach of duty for which the U.S. could be sued for damages. Plaintiffs' counsel has indicated that the case may be appealed to the U.S. Supreme Court.

STATES SET STANDARDS

The agency has awarded the first two grants under a new program designed to aid states in developing their own standards for design, configuration and construction of general aviation airports. The grants went to Arizona and South Carolina, which received \$22,845 and \$20,000, respectively. The program may cut construction costs in some areas by further encouraging the substitution of less expensive, indigenous materials for those that might have to be

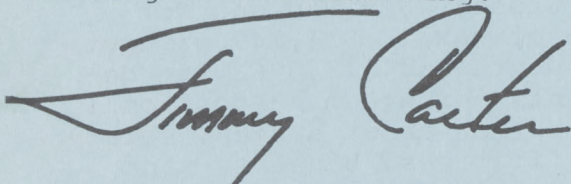
shipped in from distant locations at considerable cost. Airport standards developed under the program will cover items such as runway length and width, runway separation distance, pavement thickness, drainage and construction methods and materials. These standards must assure the same level of safety as the FAA standards they replace. Approval of the grants was made under the Development of State Standards program which was established by a 1976 amendment to the Airport and Airway Development Act.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL - yrs. PC-40/77 Technical Officer, RAC/SAR, P-4, Gross: \$29,940 and Net (free of tax): \$20,209 without dependents and \$21,756 with dependents per annum. 3 yrs. PC-41/77 Programmer, P=2, Gross: \$19,040 and Net (free of tax): \$14,149 without dependents and \$15,096 with dependents per annum. Additional information about duties, salary, qualifications, benefits and application forms are available from your personnel office. In addition to salary, employees may be eligible for allowances such as dependency allowance, assignment allowance, post adjustment, an installation grant, etc. Applications should be completed and forwarded to AIA-19 by March 1, 1978. Federal employees accepting ICAO assignments are entitled to restoration rights. Further information regarding ICAO assignments may be found in Agency Order 3330.6B, Chapter 7.

A LETTER FROM THE PRESIDENT ON BLACK HISTORY MONTH

This month gives black Americans a wonderful opportunity to review their roots, their achievements and their projections; and it provides for all Americans a chance to rejoice and express pride in a heritage that adds so much to our way of life. I commend the Association for the Study of Afro-American Life and History on its sponsorship of this traditional observance. Calling attention to the contributions of black people to our overall progress and development, the month of February thus serves to build goodwill and understanding between all people. It gives each of us a keener appreciation of an important part of the priceless legacy which Americans of every creed, color and national origin are fortunate to share. Rosalynn and I join in urging fellow citizens everywhere to help make this year's celebration especially meaningful and rewarding.



AWARDS AND REWARDS

The following employees at Washington National Airport received awards during the first quarter of FY-1978: Quality Performance to Patricia M. Cowden and Special Achievements to Stanley A. Harrison and Jeanne O. Hodge.

LOGISTICS POLICY REVIEWED

Since a number of unsolicited contract proposals were recently acted upon without complying with the procedures established by DOT Order DOT 4200.4, as implemented by FAA Order 4400.19B, Logistics Service has requested that the Order be reviewed. The FAA Order states that any element of the agency receiving unsolicited contract proposals shall promptly forward them to the Logistics Service, Contracts Division, ALG-300, for processing. The Order also states that the Procurement Management and Services Branch, ALG-380, will serve as the control point for such documents. Personnel are also advised that unauthorized disclosure of information tendered in an unsolicited proposal, which relates to trade secrets, processes, operations, style of work, or apparatus, could result in the imposition of a criminal penalty pursuant to the provisions of 18 U.S.C. 1905.

SUGGESTOR'S NAME CORRECTED

The suggestion award winner identified in last week's INTERCOM as John S. Nogro should be SRDS Technical Publications Editor John S. Nigro.



FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

78-09 February 27, 1978

TURN OFF LIGHTS WHEN POSSIBLE

The current energy crisis, caused by an increasing shortage of coal during the miners' strike, is having a serious impact on the six states of the Great Lakes Region. Regional Director John Cyrocki has ordered all facilities to carry out energy saving measures where practical. He underlined the need to save fuel but also stressed that all actions must be consistent with current employee union agreements. In addition to cutting back on activities, informing all employees of the crisis and developing plans to save energy, other suggestions of the regional director are:

- Prohibit use of electric appliances such as microwave ovens, portable heaters and portable lamps.
- Reduce lighting in corridors by removing tubes or bulbs from alternate fixtures or half of elements in each fixture.
- Switch off all lights in storage areas, control rooms, attics, training rooms and conference rooms when not in use.
- In cool weather, shut off condenser water to inactive chillers and operate only one condenser water pump.
- Reduce overall electric light intensity to a minimum level in all working areas by removing bulbs or fluorescent tubes.

CONTROLLERS OK CONTRACT

The new labor contract between the Professional Air Traffic Controllers Organization (PATCO) and the agency has been ratified by controllers who voted almost two to one in favor of the agreement. Even as the votes for ratification were being counted, the Office of Labor Relations was working with Air Traffic Service to develop plans to brief appropriate managers and supervisors on specific terms of the agreement. ALR also is working with the Office of Personnel and Training to develop procedures to implement an article of the contract which provides for in-grade and down-grade reassignments based on seniority. The agreement, which will run for three years, will go into effect as soon as it is signed by the Administrator and by the president of PATCO. Originally organized 10 years ago last month, the union represents 18,000 controllers. It was first officially recognized and welcomed as a "professional society" by the FAA Administrator in July 1968.



NEW AWARD FOR RETIREES

As a result of a new program initiated this year, a check for \$2,500 will be awarded annually to the "Federal Retiree of the Year" by the National Association of Retired Federal Employees in cooperation with the Civil Service Commission. The first award will honor an outstanding career employee who retired during 1977. The competition is open to any Federal civilian worker who retires on immediate annuity with at least 25 years of service, including military. In April, finalists from 10 jurisdictions will be honored in Washington. James E. Carter who retired from the Alaskan Region in May 1977 with over 35 years of service has been approved by the Administrator as FAA's nominee for this year's award. His name has been forwarded to the Secretary of Transportation for consideration as the department's nominee.

UNIONS REPRESENT FAAers

According to the Office of Labor Relations, as of the end of last year, 36,934 FAA employees (80 percent of those eligible) were represented in 75 bargaining units. There were four nationwide units, seven region/centerwide units, and 64 other units. Forty-eight labor agreements were in effect, covering 36,348, or 98 percent of the employees represented, and three labor agreements were pending. Of the employees covered by agreements, 20,055 or 58 percent had their union dues withheld from their pay.

FAA BOOK IS 'BEST SELLER'

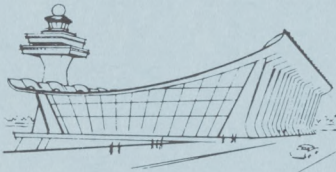
The Consumer Information Center reports that the FAA publication, A Flying Start, is a best seller. In fact, in only three months, the center distributed 14,850 copies and is now asking for another 30,000. The 12-page, illustrated booklet leads readers step by step through the process of earning a pilot's license. It was written and photos were taken by the Office of Public Affairs.

FLIGHT TIME REGS SIMPLIFIED

The agency has moved to update and simplify its regulations limiting the flight and duty times of airline flight crews. The FAA proposal would reduce the number of regulations dealing with flight and duty time from 24 to eight. This would represent a 65 percent cut in regulatory wordage. The complexity of the current rules resulted in more than 1,000 pages of FAA interpretations over the years. It is hoped that the proposal will eliminate the need to issue detailed interpretations. Essentially, the FAA proposal would eliminate distinctions between different flight crew categories, such as now exists between international and domestic operations, and make the same work limits apply to all. This is possible because today, high performance jets are used in almost all operations and the fatigue factors are essentially the same. So the proposed new regulations would apply the same limits to all crews.

DULLES CALLED HISTORIC

Because of the terminal building's architectural significance, Dulles Airport was recommended for the National Register of Historic Places last week by Transportation Secretary Adams. The register, maintained by the Department of Interior, includes properties that are significant in American history, architecture, archeology and culture. Interior already has indicated that it considers Dulles eligible for the register.



The designer of the terminal and tower, the late Eero Saarinen, said that of all his celebrated architectural works, he considered Dulles his greatest achievement. In 1976, the American Institute of Architects voted the Dulles terminal one of America's all-time top 10 buildings. Secretary Adams' action supports a DOT policy announced last fall to encourage greater use of design, art and architecture in transportation.

YEAR'S TOP SUGGESTOR NAMED

For his suggestion which is now saving the government more than \$45,000 a year, Jessie M. Wilson, an electronics technician with the San Antonio Airway Facilities

Sector, has been selected as FAA's "Suggestor of the Year" for 1977. Wilson received a plaque from Administrator Bond during ceremonies in Washington last week. Wilson's suggestion for which he received a cash award of \$1,270 improved the efficiency and reliability of the single-frequency approach system, which provides terminal communications between pilots and air traffic controllers or flight service specialists.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL - PC-1/78 Chief, Aeronautical Information and Charts Section, P-5, Gross: \$38,190 and NET (free of tax): \$24,298 without dependents and \$26,299 with dependents per annum. PC-2/78 Assistant to Director, Air Transport Bureau, P-4, Gross: \$29,940 and NET (free of tax): \$20,209 without dependents and \$21,756 with dependents per annum. Completed applications should be forwarded to AIA-19 by April 10, 1978. Additional information about duties, salary qualifications, benefits and application forms are available from your personnel office. In addition to salary, employees may be eligible for allowances, such as dependency allowance, assignment allowance, post adjustment, an installation grant, etc. Federal employees accepting ICAO assignments are entitled to restoration rights. Further information regarding ICAO assignments may be found in Agency Order 3330.6B, Chapter 7.

AVIATION FILMS TO BE SHOWN

Five aviation films of the Twenties and thirties are scheduled to be shown in the Air and Space Museum theater on Thursday nights during March. The free movies, starring the greats of yesteryear, are scheduled to start at 7:30 p.m.

- March 2 DEVIL DOGS OF THE AIR (1935) James Cagney, Pat O'Brien, Margaret Lindsay
- March 9 TEST PILOT (1938) Clark Gable, Myrna Loy, Spencer Tracy, Lionel Barrymore
- March 16 CHINA CLIPPER (1936) Pat O'Brien, Marie Wilson, Humphrey Bogart
- March 23 DIVE BOMBER (1941) Errol Flynn, Fred MacMurray, Ralph Bellamy
- March 30 ONLY ANGELS HAVE WINGS (1939) Cary Grant, Rita Hayworth, Jean Arthur

AWARDS AND REWARDS

The Office of Associate Administrator for Administration has presented a Special Achievement Award to Eugene D. Slyman.

DOUGHERTY NAMED FELLOW

James E. Dougherty, Jr., Assistant Chief, Engineering and Manufacturing Division, Flight Standards Service, has been selected as a 1978 fellow of the American Institute of Aeronautics and Astronautics for "many years of distinguished service as a leader in the development of administration of U.S. safety standards for materials, structures, and detail design of civil aircraft and the related areas of structural fatigue and maintenance."

ARNOLD ELECTED PRESIDENT

Mr. Norman W. Arnold, Chief of the Environmental Planning Branch, Office of Airports Programs, has been elected president of the National Association of Environmental Professionals (NAEP). The NAEP, founded in 1975, is an interdisciplinary professional society of persons engaged in the preparation or review of environmental documents and in research or education in support of environmental planning or assessment.

GIRL'S SOFTBALL SET

There will be a meeting on Thursday, March 9, for all girls interested in playing softball for 1978. The meeting will take place in conference room 5A at 12:00 noon. Sorry fellas--this meeting is for girls only.

FA CLUB OFFICERS PICKED

The recent FA Club election results are as follows: Melvin Leonberger, AAT-420, President; Joseph Morelli, AAF-510, Treasurer; Marie Mader, AAF-32, Director of Travel; George McKnight, AAT-130, Director of Education; Wanda Mercer, AAT-110, Director of Social Activities; Jerry Ard, AAF-620, Director of Public Relations.



Take
stock
in America.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

8-10 March 6, 1978

NEW ARTS IIIA ON LINE

The latest version of the Automated Radar Terminal System III (ARTS III) went into operation at the Academy in Oklahoma City recently. The new system, called ARTS IIIA, is already being used to train maintenance technicians. Although similar to the ARTS III, the "A" has several important new capabilities. First, there is a backup system incorporated into the unit, which will automatically take over in case of a failure. (See page 2)

FAA/PATCO ACCORD SIGNED

The 1978 PATCO/FAA agreement, which becomes effective March 15, was formally approved by PATCO President John F. Leyden and Administrator Langhorne Bond during a meeting late last week. Also last week, members of the PATCO and FAA negotiating teams met at the Aeronautical Center to produce a joint video tape explaining the changes and additions to the agreement. This video tape will be used by PATCO and the FAA in separate briefings for their respective representatives in terminals and centers.

BOND LISTS TOP NEEDS

FAA's continuing commitment to aviation safety was reemphasized this week by Administrator Bond as Congressional hearings opened on the agency's \$3 billion appropriations request for FY 1979. Appearing before the House Appropriations Subcommittee on Transportation, the Administrator said: "Safe operation is the common element of every function we perform in the FAA. During my travels as FAA Administrator throughout all of our conterminous regions, as well as Hawaii, Alaska and Europe, it is the single most prevalent element I have observed. As changes in any facet of air services occur which may be brought about by regulatory reform, we in the FAA will be immediately responsive to them. If the situation calls for establishing new priorities--we will establish them. If a new organizational structure is required--it will be established. Aviation safety is my number one priority--and I will take whatever actions are required to assure safe operation of the airways and aircraft." Top agency priorities listed by the Administrator included: increased FAA productivity and a streamlined (See page 2)

DIRECTORY COMING

Distribution of the FAA DIRECTORY is currently underway. Designed to foster interagency communications, the directory contains Washington, region, and center headquarters people, branch level and above, chiefs of field facilities, organization charts, and regional maps which show the type and location of FAA facilities. The Office of Management Systems is now making plans for the next edition and is soliciting suggestions from users. Recommendations for improvements of the edition to be published May 1978 may be sent to AMS-200, FAA Washington.

BUSY WORK FORCE

According to this month's "Federal Beehive"--a service of the Federal Clip Sheet--"Air traffic controllers last year brought in 23 million flights." So, that must be some kind of a record. Of course, controllers were not the only busy bees in the Federal work force. Customs workers processed 263 million persons through our borders and checked on \$156 billion worth of imported merchandise. And while all this was going on, narcotic agents were busy seizing 691 tons of marijuana. Well, well.

NEW ARTS (From Page 1)

Also, the "A" will be able to tag and track planes not carrying beacon (transponder) equipment. The tags associated with the targets will give controllers the plane's identification number and ground speed at a glance. The new terminal system is scheduled to be installed at larger and busier airports throughout the system. The first delivery to a field facility will be to the Minneapolis International Airport tower in July 1978.

EMPLOYEE SUGGESTIONS SAVE \$\$\$

Federal employees' cost-saving ideas and other actions beyond job requirements produced measurable benefits of \$319.4 million during Fiscal Year 1977--an amount equal to the average income taxes of 172,000 Americans--according to statistics released last week by the Civil Service Commission. More than 56,000 employee suggestions were implemented within Federal organizations, and more than 150,000 employees received honorary or cash awards. Their achievements have meant increased productivity, advancements in science and medicine, and enhancement of our nation's security, as well as improved service to the public. Significantly, there was a nearly proportionate distribution of awards for performance and for suggestions among employees at lower, middle and upper grade levels within the general schedule and other pay plans.

BOND (From page 1)

organization; modernization of the flight service station network; development of a new Airport and Airways bill to replace the present legislation when it expires in 1980; continuing efforts to assure full compliance with Federal aircraft noise-abatement regulations, including support for proposed legislation that would help the airlines finance the retrofit or replacement of non-complying aircraft; and retaining U.S. leadership in international aviation.

HEADQUARTERS PERSONNEL NOTES

CHECK THAT EXTRA PAY PERIOD

Federal agencies have been reminded that there will be 27 (instead of the usual 26) pay periods in 1978 for employees whose leave year begins January 1, 1978. This means there will be an extra pay period for leave accrual purposes. Please ensure proper handling of leave records to avoid forfeiting the extra leave. Questions on use or scheduling of leave should be directed to the Classification Branch, APT-160, x68034.

ATC EXAM COMING UP

The Eastern Region will administer the air traffic control examination on March 25, 1978, in 5ABC. This exam will be given on a non-competitive basis to individuals with status and who are eligible for GS-5 and/or 7 positions. Individuals must meet the following minimum qualifications: three years of general experience or four years of college and be no older than 31 years for employment in the center/tower options; this limit does not apply to the FSS option. An orientation will be given on March 11, 1978, at 10 a.m. in conference room 5ABC. Interested individuals should call Sheila White or JoAnn Davis on x63229.

SIDESTEPING UP THE LADDER

The March 15 meeting of Federally Employed Women will feature Veronica Crawford-Robinson speaking on the subject "How to Move Ahead in the Feds by Moving Sideways: lateral transfers, details, and downgrades." The

speaker is a career development specialist with collateral duty as a Federal Women's Program Coordinator, and an officer of the Federal Women's Interagency Board. The regular monthly meeting of the Southwest D.C. Chapter of FEW is held on the third Wednesday of each month in Room 10330 of the Nassif Building, 7th & D St., S.W. at noon. Meetings are brown bag lunches, and all interested persons are cordially invited to attend

TDY TRAVEL ADVANCES

Effective today, the travel advance procedure now in operation at the Trans Point Building was adopted for all FAA personnel at FOB 10A and the two Washington airports. Cash advances of \$150 or less will be obtained from imprest fund cashiers upon presentation of DOT identification cards and the travel advance application signed by the employee and the travel-approving official. Emergency cash advances exceeding \$150 and requests for checks are to be sent to AAA-220 for processing as usual. Any advance for TDY travel not repaid within 60 days of the time when the traveler completed the trip will be subject to followup and/or collection in a lump sum by payroll deduction. Your cooperation is requested in this revision, as travel advances will be simplified with a significant saving in processing time and effort. Mr. Phil Barnes, Chief, Accounts Payable Branch, x66756, may be contacted for further information.

TIPS FOR SUGGESTORS

Under the provisions of the Federal Incentive Awards Program, you may receive an award for an adopted suggestion, whether adopted as submitted or in part, that directly contributes to economy or efficiency or directly increases effectiveness of Government operations. Cash awards range from \$25 to \$25,000 and the amount given is in proportion to the first year benefits realized by the Government as a result of your contribution.

You have a much better chance of having your suggestion adopted if you begin with something you know, for example, the work of your own unit. Ask yourself What? Where? When? Who? How?

Look at: - What's being done
 - How it's being done
 - What's done with it

Look for: - Bottlenecks
 - Delays
 - Wasted Time
 - Wasted Motion

Improve by - Eliminating
 - Combining
 - Changing Sequence
 - Simplifying
 - Substituting

ASK - can I suggest a way to:

- eliminate or reduce scrap or repairs
- eliminate any component parts
- eliminate or combine a process
- rearrange operations for a better sequence
- combine or simplify reports to make them more useful
- eliminate the need for a form
- combine two forms

- design a new form to do a better job
- save time in the work of the office
- save on supplies, utility, shipping costs
- assure equipment is maintained better to prevent breakdowns
- reduce waste by further utilization of discards
- level off peaks and valleys in workloads to allow better use of manhours

If you have trouble expressing it exactly the way you would like, talk it over with your supervisor. It is an integral part of a supervisor's responsibilities to encourage and help employees submit suggestions so you should not hesitate to seek advice and assistance from your supervisor.

INFO EXPO OPEN TO ALL

The Second Annual Federal Office Expo will be held March 14 and 15 at the Sheraton Park Hotel in Washington, D.C. Featured at the Exposition will be equipment designed for information handling purposes which is particularly appropriate for Federal, state, local and municipal government markets. The 100 manufacturers exhibiting at the Expo include such notable as Eastman Kodak, IBM, Xerox, Sperry Univac, Acme Visible, Wang Laboratories, Image Systems and the Five Divisions of Addressograph-multigraph. The Exposition hours will be 9 a.m. to 5 p.m. on both days and no admission will be charged. For additional info call 459-1815.

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

78-11 March 13, 1978

FLYING IN CIRCLES TIPS CONTROLLERS TO EMERGENCY

When an Air Force twin jet unaccountably reversed course and then flew in a circle, Jacksonville Center controllers immediately began to treat the flight as an emergency. First communications had to be established. Since the radio link with the high flying jet on an instrument flight plan was sporadic, controllers Fred Carroll and Gerald A. Zipper instructed the pilot to answer controllers' questions with transponder replies. Essentially this means that the pilot was asked to indicate that he had heard and understood controller's instructions by pushing his transponder IDENT button which causes the target on the controller's radar scope to "blossom." In this way controllers established that, besides his radio, the Air Force pilot had lost his navigation equipment. Subsequently a second AF plane was sent to guide the blinded aircraft to safety while the controllers cleared a path for the two-plane flight through heavy local traffic. (Continued on page 2.)

CIVIL SERVICE REFORM

Although it is too early to guess which portions of the President's recently proposed Civil Service Reform Act will be passed by Congress, and it is too early to state specifically how the proposed legislation will affect Federal employees, principal proposals have stimulated thinking in the nation's capital and throughout the country. These include recommendations relating to within-grade pay increases for employees in grades GS-9 through GS-15. The proposal would replace virtually automatic "step" increases for employees in these grades with "incentive" pay raises, based on job performance, of up to 12 percent. Also, the President's recommendations would make it easier to fire inefficient workers. As it stands now, the President said, "it is easier to promote or transfer incompetent employees than to get rid of them." Other major suggestions in the plan include:

- Dismantle the Civil Service (Continued on page 3)

THE BONNIE GREEN WORLD

The March FAA WORLD, which should be reaching you this week, features an article useful to both pilot and FSS briefer on "Flying the Invisible Roller Coaster"--the tricky world of mountain waves. You can also read about the new automated Washington FSS, which may be a "Model for Tomorrow"; how the Eastern Region is getting with it in planning for the 1980 Olympics in Lake Placid, N.Y.; about a tower chief who may well have the all-time record for heading up a single facility; and about the "Fleet of Labs" that fly NAFEC's programs. As usual, you'll also find Direct Line, Federal Notebook, Small World, Faces and Places, Heads Up and Word Search.

FEDERAL, STATE OFFICIALS MEET

An intergovernmental workshop jointly sponsored by FAA and the National Association of State Aviation Officials (NASAO) will be held at the CSC Federal Executive Institute in Charlottesville, Va., March 12-17, 1978. The workshop will focus on improving federal/state relations in the field of aviation and will be a first of its kind in the agency. The keynote address will be given by Mary Anderson, Associate Administrator for Policy Development and Review, and Hermann K. Intemann, Secretary of the Maryland Department Transportation. FAAers scheduled to attend the conference are top officials from Washington, including the newly appointed Assistant Administrator for Airports Programs, Robert J. Aaronson and from the regions two regional directors, John M. Cyrocki, Great Lakes, and Mervyn M. Martin, Rocky Mountain, as well as airport division chiefs.

CHARTER FLIGHT SCREENING PROPOSED

In a Notice of Proposed Rule Making (NPRM) the agency has proposed that airlines be required to screen passengers on charter flights. The proposal results from an increase in the terrorist threat and recent rulings by the Civil Aeronautics Board. The action would be taken as a precautionary measure despite the fact that there has never been an attempted hijacking or sabotage incident involving a charter flight. The precaution is justified, the FAA believes, because of:

- A 107 percent increase in the number of airline hijacking attempts worldwide last year compared with the year before--15 in 1976 and 31 in 1977.
- Recent rulings by the Civil Aeronautics Board that have relaxed qualifications for charter fares, including elimination of the requirement that only "affinity" groups can qualify for reduced charter fares.

EMERGENCY (From page 1)

During the month of February 1978, 244 flight assists were reported--99 by flight service stations, 106 by towers and 39 by centers. There were a total of 666 people reported on board the aircraft involved. The primary causes for the assists included 126 lost pilots, 21 low on fuel, 55 involved in weather and 77 with equipment malfunctions.



ONE WORLD FOR EACH PERSON

Every FAA employee should be receiving a copy of FAA WORLD each month, but it doesn't always happen. Any facility that fails to receive the magazine by the end of the month should notify its regional distribution officer so the failure can be investigated. If the correct quantity (one for one) is not being received, then it is likely that other all-employee distribution is not being made, and the facility should check whether its requirements statement is up to date. Changes in requirements for FAA WORLD will be entered quarterly.

REFORM ACT (From page 1)

Commission; its functions would be split up between the Office of Management and Budget and a new, independent Merit Systems Protection Board;

- Terminate hiring and retention privileges now granted to able-bodied World War II and Korean conflict veterans;
- Create a new senior executive service, consisting of employees in grades GS-16 and above.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL 2 years - PC-4/78 Language Officer (Translator) Language Requirement: French native tongue, or the language used for the pur-

pose of education. Ability to write, and progressive ability to revise French translations with a thorough knowledge of syntax and stylistics essential. A working knowledge of Russian or Spanish, would be a valuable additional qualification. PC-6/78 Language Officer (interpreter/Translator). Language Requirement: A complete command of English as the native tongue, or the language used for the purpose of education, with a profound knowledge of two of the other three languages (French, Russian, Spanish) 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. Salary: P-3, Gross: \$23,910 and Net (free of tax); \$16,978 without dependents and \$18,193 with dependents per annum. PC-5/78 Chief, Finance Branch, P=0, Gross: \$43,390 and Net (free of tax): \$26,931 without dependents and \$29,245 with dependents per annum. Completed applications should be forwarded to AIA-29 by April 24, 1978. Additional information about duties, salary, qualifications, benefits and application forms are available from your personnel office. In addition to salary, employees may be eligible for allowances, such as: dependency allowance, assignment allowance, post adjustment, an installation grant, etc. Federal employees accepting ICAO assignments are entitled to restoration rights. Further information regarding ICAO assignments may be found in Agency Order 3330.6B Chapter 7.



PURGING SEX BIAS IN FAA

On February 7, 1978, the Director of Civil Rights sent a letter to Regional and Center Directors and Heads of Offices and Services asking employees to make note of FAA policies, practices, or written statements that may have adverse impact on women as a group, or favor men as a group. Employees are authorized to send such indication of sex discrimination through normal administrative channels to the FAA Federal Women's Program Coordinator, ACR-3. Employees and supervisors should note that this request is limited to findings of systemic discrimination ("of the system") as opposed to alleged discrimination against individuals. This activity by FAA is part of a Federal-wide endeavor asked for by the President and coordinated by the Department of Justice, Civil Rights Division. All of the DOT administrations are cooperating fully in this effort through a Departmental Task Force on Sex Discrimination established in January and chaired by Ellen

Feingold, Departmental Director of Civil Rights.

TRIPPING TO AFRICA

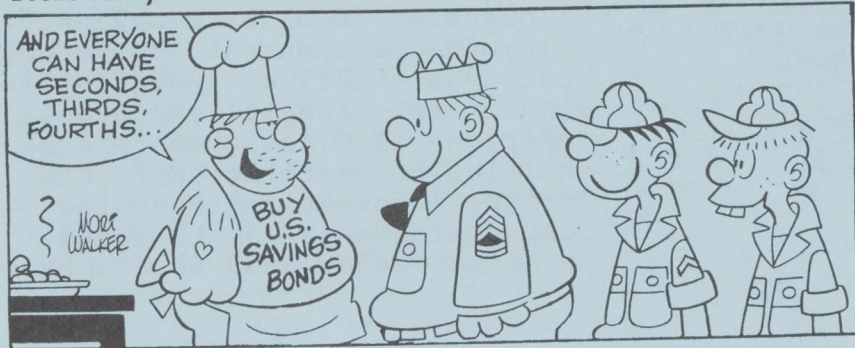
African Safari, a film presentation by Joan Barriage of Flight Standards, will be shown at the mid-day matinee March 15 and Thursday, March 16 at 12 noon in the 3rd floor auditorium of FOB-10A. Besides showing the film, Barriage will discuss her stay in Africa. While in Africa she lived in Capetown and travelled to Rhodesia, Southwest Africa, Kenya and the Ivory Coast.

GROUP IS HONORED WARD

The Federal Air Surgeon presented a group Special Achievement Award to ten employees of the Aeromedical Standards Division based on superior performance for the period August 1977 - January 1978. Congratulations to Patricia E. Byrd, Dorothy E. Demena, Patricia Hall, Mary F. Jones, Edna B. Lamb, Mae A. Lapane, Helen E. Lawrence, Doretha C. Mattox, Georgene Richko, and Richard Whaley.

Beetle Bailey

By Mort Walker



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FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APA-4

78-12 March 20, 1978

EX-CONTROLLER TO HEAD NEW ENGLAND REGION

Robert E. Whittington, a 22-year career employee, has been named Director of the New England Region, Administrator Bond announced last week. Whittington, 49, has been special assistant to the Administrator for legislative affairs since February 1976. In his new post he will be responsible for all FAA activities in the area of Connecticut, Rhode Island, Massachusetts, New Hampshire, Vermont and Maine. Whittington began his FAA career in 1955 as an air traffic controller at the Kansas City ARTCC and in 1961 was transferred to the Air Traffic Service in Washington. In 1962, he was named manager of a project involving the closing of selected en route centers and establishment of a center building program. Later, he was appointed to the NAS Task Force and subsequently was appointed chairman of a FAA task force that was instrumental in developing improved planning procedures for terminal navigation and landing aids. Other positions he held included technical advisor on aviation matters to the Assistant Secretary for Public Affairs (DOT), Assistant Director of Congressional Relations in the Office of the Secretary of Transportation, Special Assistant to the FAA Deputy Administrator and Chief of the Research and Inquiry Division, Office of Public Affairs.

AIR ACTIVITY GROWS

Business gets better and better or at least the agency's air traffic facilities get busier and busier as the years go by. According to the latest *FAA Air Traffic Activity* report, total IFR aircraft handled at en route centers jumped from 23.9 million in FY 1976 to 25.9 million in FY 1977. Also, total aircraft operations at airport towers were up from 62.4 million to 66.7 million during the same period. To round out the picture, flight services performed at FSSs rose from 57.5 million to 60.9 million in FY 1977. It is possibly significant to note that at both en route centers and ATCTs it was air taxi and general aviation activity which was responsible for most of the gains. Also worth noting is that the air traffic activity report now will be published only on a fiscal year basis whereas both fiscal and the calendar year editions were issued previously. The new policy was adopted because the fiscal year now more nearly coincides with the calendar year. Calendar year figures, however, will continue to be available on request from the Information and Statistics Division, Office of Management Systems.

FAA PILOT A FIRST

What's so remarkable about a one-time agency pilot becoming a United Airlines pilot? Well, nothing, unless the airperson happens to be a woman and is the very first female to earn UAL wings. That's what happened to Gail Gorski early this month. Gorski joined the agency in the fall of 1975 after having earned her commercial certificate with instrument and instructor's ratings. Briefly, she flew from Hangar Six at Washington National Airport and then transferred to Atlanta, where she flew as copilot on a flight-inspection Sabreliner. Like all new pilots, Gorski will begin her career at UAL as a flight engineer of a Boeing 737 jetliner. But, those familiar with Ms. Gorski's flying skills say the acquisition of captain's stripes is only a matter of time.

SO LIGHTNING WON'T STRIKE

Methods of grounding and protecting aviation electronics equipment and facilities from lightning and electrical surges will be among the topics discussed at the Fifth Annual Grounding and Lightning Protection Workshop in Atlanta, Ga., May 2-4. The three-day workshop, co-sponsored by the agency and the Georgia Institute of Technology, will feature more than 20 presentations by government and industry experts on such subjects as grounding, improved procedures for measuring ground resistances, protection of equipment from electrical surges and lightning protection of aircraft.



SEVENTY FIVE YEARS OF FLIGHT

727 ENGINES ARE O.K.

When three engines failed simultaneously on a high-flying National Airlines Boeing 727 recently, converting the jet into a 153,000 pound glider, the incident caused widespread consternation in the aviation community as well as among potential passengers. The agency received many calls asking what engines were being used on the 727. But the airline last week confirmed that the engines were not at fault. It said a fuel-management error by the flight engineer caused the sudden and unnerving flameouts at 33,000 feet. Actually less than a minute--but for some, a very long minute--elapsed between the time the last of the engines conked out and the time the first was restarted. The airline also said that the flight engineer will undergo further training before being returned to duty. The National Transportation Safety Board, meanwhile, is continuing its investigation of the incident and will make its own determination of "probable cause."

CENTRAL COMMENDED FOR SAVINGS

Central Region employees were cited recently for making substantial savings in energy. They received a trophy from the area Federal Executive Board for finishing in the runner-up spot in the First Annual Energy Conservation Contest. The region was particularly commended for reducing travel in privately-owned vehicles by 100,000 miles last year and reducing government mileage by 14 percent for a savings of more than \$10,000 annually. The "traveling" second-place silver trophy which stands at least two feet tall, will remain at regional headquarters for at least the remainder of this year. In 1979, it will be passed on to the next winner.

AIRPORT NOISE CONTROLLED

How can airports serve the growing needs of aviation and at the same time make it possible for people to live and work near these facilities without suffering from excessive aircraft noise and other aviation-related environmental impacts? There is no easy solution to the problem, but the agency has published some guidelines aimed at helping communities achieve a more harmonious relationship between airports and their neighbors. The guidelines are contained in an advisory circular, the latest in a series of FAA publications designed to help airport sponsors, airport and urban planners and local government officials plan for future airports and for modifications to existing ones.

REPORTS AVAILABLE

A list of 65 FAA scientific and technical reports available to the public was released this week. The updated list covers the period from October through December 1977. Subjects covered by the reports include aircraft safety, airports, air traffic control, aviation medicine, communications, navigation, microwave landing systems, among others. Copies of individual reports are available by writing to DOT, M-443.1 in Washington. Copies of the complete list of reports are available to FAA employees from APA-300, FAA, Washington, D.C. 20591.

GETTING TOGETHER FOR EFFICIENCY

Ways in which the private and public sectors might work more cohesively in planning future engineering and development efforts will be discussed at the Conference of New Engineering and Development Initiatives being held this week in Arlington, Va. Among the featured speakers on the opening day of the conference will be Administrator Bond and Civil Aeronautics Board Chairman Alfred Kahn. The rest of the opening day session will be devoted to government presentations covering current development programs and identification of critical issues facing aviation. Mary M. Anderson, FAA's Associate Administrator for Policy Development and Review, will discuss the aviation growth outlook; Jeff Cochran, Associate Administrator for Engineering and Development, will lead a list of E&D experts who will cover the critical issues; and William Flener, Associate Administrator for Air Traffic and Airway Facilities, will describe the freedom of airspace use and present an operational outlook for air traffic control.

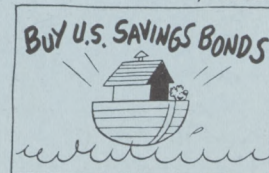
ORDER CANCELLED

The Office of Airports Programs is cancelling Order 5310.2, Relocating Thresholds Due to Obstructions at Existing Runways, Dated 4/10/68. Current criteria are contained in Advisory Circular 150/5320-13, Locating Runway Approach Threshold, dated 3/1/78. The cancellation will appear in the next directives checklist.

BONER'S ARK



By Addison



HEADQUARTERS PARKING CHANGES

A recently issued DOT Order, 1700.19C, announced changes in policies for issuing parking permits at all DOT Headquarters parking facilities. The most notable of these changes are: (1) an increase in emphasis on carpooling, and a reduction in the number of permits issued in the Job Requirements Category, and (2) inclusion of non-DOT employees as carpool members for purposes of determining the distribution of permits. However, the prime permit holder must be a DOT employee. Notice DOT N 1700.30, dated March 9, 1978, advised all DOT Headquarters employees that ALL headquarters parking permits will be reissued and provided information on the actions employees should take in applying for new permits. An FAA Order to implement the Department Order is expected to be issued by March 31, 1978. In the meantime, headquarters employees applying for carpool or other vehicle parking permits should submit their applications promptly to the OST Parking Management Office, M-444.3 (FOB-10A, Room 114A, Trans Point Room LW-1). Employees applying for handicapped parking permits must have their handicaps certified by a Medical Officer of the Washington Medical Clinic (AAM-410) prior to submitting their applications to M-444.3. Employees currently holding job requirements, shift work, overtime and executive (permits based on grade or rank) parking permits should not apply for new permits until the FAA Order is published since the eligibility of these employees must be certified to M-443.3 by FAA Certifying Officials before permits will be issued.

FREE EVENTS AT NASM

The National Air and Space Museum, across Independence Avenue from FOB 10A, will present the following during April:

- "Stars Down Under" - Newly installed equipment on the Albert Einstein Spacearium's planetarium instrument will be used for the first time to explore the imaginary creatures and contraptions inhabiting the southern skies on April 1 at 9 a.m.

- "Cosmic Distances" - On April 19, 8 p.m., as fascinating as the universe itself are the methods devised by the human mind to measure and comprehend it. With the aid of the planetarium instrument, the lecturer will discuss the basic necessities required to determine the distances to galaxies and explore the questions posed by quasars and the expanding universe.

AMS GROUP HONORED

The AMS Documentation Center Staff, AMS-11, received a group Special Achievement Award based on their superior contributions to the establishment of the Center. Congratulations to Kathy Greene, Bobbie Taylor, Lynda White, Tanya Blake, Evelyn Gardner and Theresa Cook.

MARY S. HARPER

Mary S. Harper of the Administrative Management Branch, Office of Aviation Medicine, died suddenly on March 15. She has been with the agency for over 20 years. Contributions in her memory may be sent or brought to AAM-12, Rm. 321, through March 24.

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

78-13 March 27, 1978

FAA TASK FORCE SAYS CREW SIZE REALISTIC

The Task Force on Crew Workload, organized last year by the FAA Administrator at the request of the Air Line Pilots Association (ALPA) to review flight crew requirements for aircraft certification, has concluded that methods used by the agency to determine safe crew complements are realistic. The task force, made up of experts from the FAA's Flight Standard Service, the Office of Systems Engineering and Development, NAFEC, and the National Aeronautics and Space Administration (NASA), worked closely with various aviation concerns and organizations including ALPA for the better part of a year. They found that:

- The best available scientific and objective test methods regarding human factors were used to evaluate the demonstration crew workload in the certification of the Boeing 737, the Douglas DC-9, Boeing 747, the L-1011 and the DC-10.
- At present there is no reason to change FAA certification methods.
- Ten-year accident statistics confirm that two-man crew air carrier aircraft are being operated in a safe manner.
(See page 3)

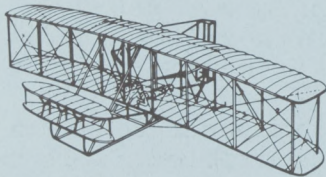
FIELD PLACEMENT PROGRAM IMPLEMENTED FOR WASHINGTON HEADQUARTERS AND NAFEC EMPLOYEES

Since May 1977 certain restrictions on hiring, promotions, and other personnel actions have been in effect with the objective of increasing the economy and efficiency of agency operations. To further assist this effort a placement program has been developed to accomplish a more effective distribution of FAA personnel resources. Effective March 27, Regional and Aeronautical Center vacancies, with certain exceptions, may not be filled until it is determined whether there are qualified Washington Headquarters or NAFEC candidates who are interested in moving to the field through voluntary reassignments or change to lower grade. The kinds of vacancies for which headquarters and NAFEC employees may apply include regional office positions in all program areas at grade GS-9 and above, Air Traffic facility team supervisors, assistant chiefs, and facility chiefs; Airway Facilities Sector Managers, engineering and supervisory positions; Flight Standards inspectors; and a variety of others. Vacancies identified by the regions will be posted in Washington Headquarters and NAFEC. Interested Washington Headquarters and NAFEC employees may apply for
(See page 3)

CUTTING NOISE AT NATIONAL

Two- and three-engine, wide-body jets may be landing and taking off from Washington National Airport in the near future. At least, this was proposed by the agency last week as one facet of a new noise reduction policy. The big jets, including the DC-10, L-1011 and the A-300, are currently not permitted to operate from National, despite being, only half as noisy as many of the smaller airliners now using the "downtown" facility. Besides introducing the bigger, quieter jets, the agency has proposed other new policies for the two Washington airports, National and Dulles International. Essentially these policies are designed to define the respective roles of the two airports and reduce noise, limit the growth of passenger traffic and reduce night operations at National. They include:

- * Prohibit scheduled airline flights at National after 9:30 p.m., one-half hour earlier than the present cut-off point.



- * Impose a strict ban on flights at National after 10:30 p.m. by all aircraft that do not meet the lowest levels of the stringent new Federal noise standards.

- * With the use of widebody aircraft at National, ceilings would be imposed on the rate of passenger growth. Passengers would be limited to 16 million in 1985 and 18 million in 1990. The 1977 total was 12.6 million.

FLIGHT SANS ELT OKed

The agency has issued a regulation permitting an aircraft to operate temporarily without the required Emergency Locator Transmitter (ELT) when this equipment has been removed for inspection, repair, modification or replacement. The change is effective immediately. The agency action implements legislation enacted by Congress to deal with the problems created by frequent malfunctions of the ELT. The new regulation limits the time an aircraft can operate with the ELT removed to 90 days. It also requires that a placard stating "ELT Removed" be mounted in the aircraft. The ELT is intended to aid in the swift location and rescue of any survivors of an aircraft accident by providing a "homing" signal for search aircraft. It is designed both to withstand the force of a crash and be triggered by the impact. Installation of the life-saving device was mandated by Congress in 1970.

WARNING LIGHT A MUST

A new regulation requiring installation of a warning light to tell flight crews that an aircraft's pitot tube heating system is either turned off or inoperative has been issued by the agency. The heating system prevents ice buildups and blockage of the pitot tube which extends into the airstream and transmits information on speed, rate of climb and altitude to the aircraft's flight instruments. Blockage of the tube by ice has been cited as a cause in a number of accidents. Under the new regulation, all transport-category aircraft with pitot tube heating systems must have an amber caution light on the instrument panel to show when the system is not working or has not been turned on.

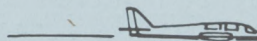
MLS RACE DOWN TO WIRE

As the April deadline for ICAO selection of a microwave landing system nears, the agency has scheduled two additional demonstrations of this equipment. One will be held at Crow's Landing, Calif., and the other in Montreal, Canada, where ICAO will be in session, beginning April 4, to choose a new standard system for world-wide use. The American/Australian Time Reference Scanning Beam (TRSB) has already been recommended by an ICAO panel of technical experts. British interests, meanwhile, are conducting what Administrator Bond refers to as a campaign of "guerilla warfare" on behalf of their Doppler MLS, which lost out to TRSB in the technical evaluation. Nevertheless, Bond emphasizes, "development and test activities of the U.S. system will be conducted in the public view so the U.K. can witness, question, copy data and be privy to all raw data, both positive and negative. . . ."

GOLF FOR ALL AT THE BIG APPLE

The first Annual Golf Tournament hosted by controllers at the New York en route Center and the Common IFR Room will take place from June 20 to 22 at the Colonie Hill Country Club, Hauppauge, L.I., the site of a 1977 LPGA classic. All FAA employees nationwide and their guests are eligible to enter. For more info and entry blanks write: FAA N.Y. ARTCC, CREW 3B Golf, Johnson Ave., Ronkonkoma, N.Y. 11779.

FIELD PLACEMENT (from page 1) posted vacancies through their respective Employment Branches (APT-150/ANA-14). Specific local procedures will be issued by APT-100 and ANA-10 by March 28. Employees are encouraged to seriously consider the opportunities offered by this program for assignment to the field. It has been determined that all field assignments under this program are advantageous to the Government and that moving expenses will be paid by the agency. In cases of voluntary changes to lower grade, salary savings provisions will be authorized for eligible employees. Additionally, employees currently serving in the Washington Headquarters with return rights to the field may exercise these rights early within the scope of the agreement. This program will remain in effect until further notice and will be closely monitored to determine results.



TASK FORCE (From page 1)

- Nothing was found to indicate that either two-man or three-man crew air carrier aircraft are unsafe.
- The importance of the human factors problem is recognized by both industry and government.

* * * *

The full report will be available from the Government Printing Office (GPO) in about 90 days. The contact point for information on the Report is George C. (Cliff) Hay, AEM-100, 426-9554.

SAFETY COURSES OFFERED

The Technical Aspects of Flight Vehicle Safety, a course offered from April 3 to May 26, 1978, by the University of Southern California, will explore performance, stability and control of flight vehicles and relate them to operator technique and vehicle configuration. The instructor is C. O. Miller, a world recognized authority in aviation safety and former director of the Bureau of Aviation Safety, National Transportation Safety Board. Miller emphasizes that this is not a purely technical course in aerodynamics. Students will conduct research on specific hazard areas and use case studies of accidents to tie together the various factors involved. Technical Aspects of Flight Safety is part of USC's Master of Science in Safety degree program, the "blue chip credential of the safety professional." This course will be taught on Monday and Wednesday from 5:30 to 8:30 p.m. in the Forrestal Building. Two other courses are offered during the spring term: System Safety Engineering (Monday and Wednesday) and Legal Aspects of Safety (Tuesday and Thursday). Tuition is \$384 per course. Most students get tuition assistance since this type of education is considered job related, or for anticipated job requirements, under the Government Employees Training Act of 1958. For further information and a kit containing full details of this fully accredited program, call the USC Safety Center local number: 521-5025.

COAL SHORTAGE CUTS LIFT SERVICE

Coal's short and so is power. That's why the elevator service has been curtailed in FOB-10A, and why, unless the coal strike ends soon, power will be cut back even more. Right now the bituminous coal burning plants in the area have less than a 30 day supply and are operating at 50 percent of normal. The situation is serious so turn off those lights when not needed and be sure power operated office machines are off when not in use.

LOOKING FOR A RIDE?

If you're looking for a ride to and from work and you're interested in a carpool, this is the time to act. The parking permit rules in FOB-10A are being revamped with an increased emphasis on carpooling, and a number of drivers are looking for riders. Cards for potential riders as well as a pick up rack are available on the A level.

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

2-APA-4

78-14 April 3, 1978

AGENCY CHECKS SAFETY OF NEW FUEL ADDITIVE

The agency has begun an investigation into possible safety hazards associated with the use of the chemical toluene in low-lead fuels for general-aviation aircraft. The chemical, which is substituted for tetraethyl lead to maintain the octane rating of the fuel, is suspected of softening or dissolving some plastic components used in some aircraft fuel systems and engines. FAA is concerned that leaks might develop in the fuel system or that the fuel flow could be blocked if a piece of the softened plastic broke loose and became lodged in a constricted part of the fuel system. Although so far only one case of failure directly traceable to the use of toluene in the fuel has been reported, FAA is checking with all manufacturers of general aviation aircraft to see if there is any evidence of similar problems with any of the fuel systems components in their aircraft.

ACE GETS KUDOS

Characterizing the people in his region as "tremendous," Central Region Director C. R. (Tex) Melugin, Jr., has commended all for the way they coped with the "worst winter on record." He said in part: "I'm extremely proud of (See page 2)

ALL IN A DAY'S WORK FOR FAA CONTROLLERS

FAA controllers just doing their jobs have their special days and sometimes have to contend with very special problems. While controller Drew Clark of the Wilmington, N.C., Tower was instrumental one day in the seizure of more than 33,000 pounds of marijuana, Roger Brode, O'Hare Tower controller, had quite a different kind of red-letter day recently. Roger wasn't scheduled to work that particular Saturday last month, but he came anyhow with a single-minded purpose. He was there to clear one aircraft for its final approach to O'Hare. After providing radar services to United Airlines Flight 990, Brode rushed to the tower cab where he issued the same aircraft, a Boeing 747, its final clearance to land and taxi to the gate. After working the one aircraft, Roger rushed to the terminal to shake hands with the United captain. It was his dad, who had just made his last flight as an airline pilot before retiring after 37 years in the business. For Drew Clark, it was just another day until a DC-6 he was working aborted a landing and radioed to say the plane would proceed to another airport. The plane's erratic behavior and the sudden decision to proceed to an alternate (See page 2)

DAY'S WORK

(From page 1)

landing site, made Drew suspicious, and he contacted U.S. Customs. When Wilmington Tower tried to locate the plane, it seemed to have disappeared until the Florence, SC, Tower reported that a DC-6, using a different call sign, had just landed at the airport. Wilmington immediately notified Customs that the aircraft was in Florence, while the Florence Tower got in touch with state law enforcement authorities. In the elusive plane, Customs officers found 33,260 pounds of marijuana, which is the largest single quantity of cannabis ever seized in South Carolina.

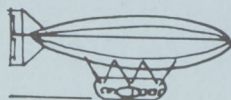
ORDERS CANCELED

The following orders are being canceled. They have served their purpose and are no longer needed:

- 1100.133, ATS Organizational Titles;
- AT 1800.1, Management of Unsatisfactory Condition Reporting System in ATS;
- 7210.15, Management Guide: Air Route Traffic Control Centers.

ACE (From page 1)

your efforts in keeping the aviation system operational and continuing to provide the public with the best service possible despite the trying weather. There are too many examples of individual effort to recognize each of you personally, but I want you to know that I sincerely appreciate the extra effort put out by all of you to keep us going throughout the past several months."

**TAXI CLEARANCE CLARIFIED**

The Administrator has signed an amendment (91-150) to part 91.87(h) of the Federal Aviation Regulations which clarifies the language explaining taxi clearances at airports with operating control towers. Essentially the amendment, effective April 19, 1978, makes it clear that an ATC clearance to "taxi to" an assigned runway prior to taking off on that runway does not authorize the aircraft to cross that same runway where it intersects the taxi route, and that an ATC clearance to a point on an airport other than the takeoff runway is a clearance to cross all intersecting runways.

LISTS TO BE CANVASSED

The agency's computerized distribution system has been expanded. Already used for Advisory Circulars, FARs and NPRMs, it also will handle a number of other publications in the future. Consequently, Flight Standards Service is canvassing certain special distribution lists (Z lists) to assess copy requirements. All addressees are requested to respond to Notice 1720.50, scheduled to be distributed in early April. Negative responses as well as positive ones are necessary in order to assure that the notice reached all appropriate parties.

AC IDENTIFIED

The Advisory Circular suggesting ways in which communities might achieve a more harmonious relationship with an airport mentioned in last week's INTERCOM was Airport-Land Use Compatibility Planning, AC 150/5050-6.

ICAO SEEKING TOP LEVEL APPLICANT

MONTREAL - Director, Air Navigation Bureau, PC-3/78. Salary range: Gross: U.S. \$54,160 - \$57,300; Net (free of tax) U.S. \$31,398 - \$32,687 without dependents and U.S. \$34,277 - \$35,738 with dependents per annum plus approximately \$3,000 cost of living allowance. Qualifications required: Advanced university degree or equivalent academic qualifications in a scientific or engineering field closely related to aeronautics. Extensive high level experience in an executive and policy formulation capacity in the air navigation field of civil aviation essential. Responsible experience in the planning and direction of technical work programs and in high level negotiations with government authorities desirable. Term of appointment is three to five years. As the statutory retirement age for the ICAO Secretariat staff is 60, only applicants who are expected to complete a full five-year term of appointment will be considered. Those whose age permits completion of two full tours should have an additional advantage. Application for Employment (ICAO Form 144) should be forwarded to AIA-19 by June 26, 1978. Information about duties, salary, qualifications, benefits and application forms are available from your personnel office. In addition to salary, employees may be eligible for other allowances. Federal Employees accepting ICAO assignments are entitled to restoration rights. Further information regarding ICAO assignments may be found in Agency Order 3330.6B, Chapter 7.

CITED FOR HEROISM

For risking her life to save passengers and crew members after the ground collision of two 747 jets in the Canary Islands, Pan American World Airways stewardess Dorothy Kelly of Daleville, Ala., was presented the DOT's highest award for bravery last week by Secretary Adams. It was the first time the Award for Heroism, established in 1975 for non-DOT recipients, had been given. At the same ceremony, four other Pan Am crew members received FAA's Award for Distinguished Service for unusual acts of courage in helping save passengers from injury or possible death. Administrator Bond presented the awards to: Robert L. Bragg, first officer, Howard Beach, N.Y., and flight attendants: Carla J. Johnson, Oyster Bay Cove, N.Y.; Suzanne C. Donovan, Harrisburg, Pa., and Joan K. Jackson, Nashville, Tenn.

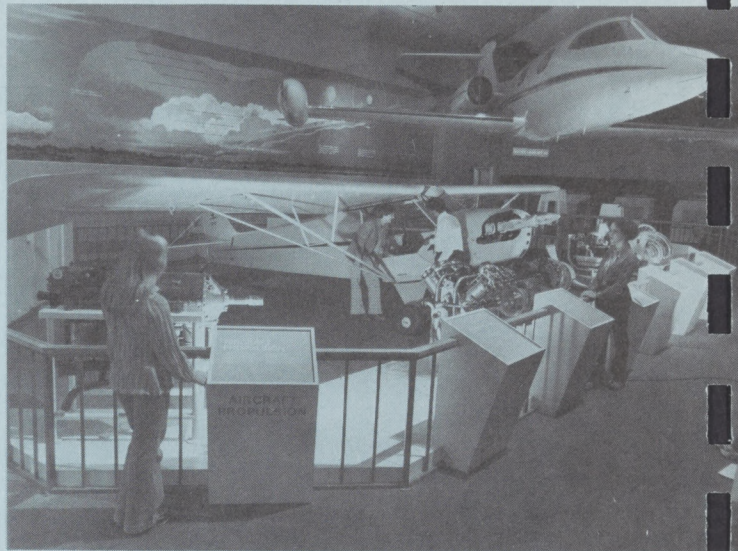
REUNION PLANNED

A 25-year reunion is being planned for CAA/FAA employees who worked in the "3rd Region" before 1953. So, what's the 3rd Region? Well, that goes back to the time when regions were numbered, before ASO was Ah So or ACE was Ace. The pre-1953 3rd Region included about the same territory as today's Great Lakes Region. Anyhow, a reunion is being planned for Friday, May 26, Memorial Day Weekend, at Fountain Blue Restaurant, Des Plaines, Ill. The get-together will begin at 6 p.m. and the cost will be \$15.50 per person. For more information: Mrs. T. Marczewski, 9936 S. Turner Ave., Evergreen Park, Ill. 60642.

April 3, 1978

IF YOU WANT TO FLY NASM'S THE PLACE

If you want to learn to fly or if you want to learn something really useful about learning to fly, a fabulous opportunity awaits you across the street. The National Air and Space Museum's new General Aviation Gallery, which opened last weekend, features ground school and flight training simulators--and the simulators are the real thing, GAT 1 Link trainers. Here's how it works: Visiting neophyte pilots first go to "ground school." A battery of instructional computers give them some basic info on subjects such as navigation, flight mechanics and weather. After completing this phase, students advance to an elementary cockpit-type trainer. After slipping into the pilot's seat and testing the "yoke" and rudder pedals, they "fly" the model airplane mounted in front of them. When they are familiar with how the controls work, potential aviators graduate to the real thing. Here, in the Link trainer, they will be given 60 seconds of detailed



The Piper J-3 beneath the Learjet instructions and then they will have two minutes to fly--to soar through "footless halls of air," while remaining, of course, comfortably attached to the ground. The student may either fly by visual reference to objects around the simulator or the more sophisticated aviator may choose to fly by instruments alone in these fully instrumented trainers. But regardless of where you are, the new General Aviation Gallery is worth a visit even if you just want to go look at airplanes like the Cessna 180 in which Jerrie Mock became the first woman to fly around the world, or the venerable but still reliable piper J-3 (Cub) or the sleek Gates Learjet 23.

FIELD PLACEMENT PROGRAM

Letters were distributed last week to all headquarters employees outlining the agency's effort to provide opportunities for headquarters employees to be reassigned to vacant regional positions. If any employee did not receive this information, a copy may be obtained in Room 512.



The Simulator is the real thing

FAA INTERCOM is published weekly for employees of the DOT/FAA by the Office of Public Affairs . . . Editor, Ted Maher . . . Production Assistant, Josie Clark . . . APA-300 . . . Room 908C . . . Ext. 68521.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

15-78 April 10, 1978

A-300 COMING TO DCA

If all goes according to schedule a new, quiet, wide-bodied jet will be landing at Washington National Airport this week. The A-300 Airbus, a European-built twin jet operated by Eastern Airlines, is scheduled to touch down at 8 a.m., April 12 on a demonstration flight. It will be the first time one of the new wide-bodies has visited the downtown airport and is certain to be an object of great interest. Introduction of these new quiet jets is part of the agency's proposed noise abatement program for Washington National. The big planes generate only about half as much noise as the stretched Boeing 727--currently the most commonly used airliner at National.

UFO IS ATLANTA 'NO-SHOW'

The Atlanta Braves baseball team didn't have a flying saucer at their season opener last week. They had planned to have a UFO arrive suspended beneath a helicopter, but George Bergmark, chief of the Atlanta General Aviation District Office, nixed the idea. He said it was both against regulations and dangerous, but, he pointed out, there was nothing FAA could do if a real flying saucer shows up, so Atlanta ham radio operators burned the midnight oil trying to make contact with sports minded extraterrestrials, but instead of celestial music, they heard only static.

ADP

TOP FS FIELD OFFICE PICKED FOR SAFETY

For safety achievements during calendar year 1977, the New England Region's Engineering and Manufacturing Branch Field Element has been selected as this year's winner of the Flight Standards Field Office Award. The Award is presented annually to recognize outstanding performance in Flight Standards aviation safety programs. This year's winner was cited for its role in the investigation and solution of aircraft and engine problems in both domestic and foreign operations, its participation in studies leading to promotion of improved safety practices and its educational activities in support of accident prevention programs. Additionally, it was noted that the unit had contributed beyond the regular work programs by making engineering and piloting expertise available to industry, to other government agencies and to the public. Selection of the New England facility was made by a panel of Washington officials chaired by Acting Flight Standards Director J.A. Ferrarese. A plaque and certificate will be presented to the E&M Branch Field Element during (See page 2)

NATIONAL SENIORITY OPPORTUNITIES ORDER IS SIGNED

The Order establishing operating procedures for the reassignment policy specified in Article 15 of the FAA-PATCO Agreement has been signed and became effective April 1. According to the Order, 3330.37 National Seniority Opportunities (NSO), full performance level journeymen air traffic controllers who are members of the PATCO bargaining unit may transfer in grade or downgrade to bargaining unit positions in another facility based on seniority. Nationwide NSO Notices identifying vacant positions which will be filled under these procedures are being published. Notices will remain open for 21 calendar days, and applications must be received at the address specified on the Notice within 28 days from the opening date. Interested employees should read the Notices carefully. NSO Application forms have been developed to facilitate the administration of the NSO Placement Program. Until these forms are distributed, NSO Application (FAA Form 3330-41) will be printed on the back of each NSO Notice and may be reproduced locally.

OLD AGE RETIREMENT ENDED

Stating that the law would benefit the elderly, people his own age and even people who are children now, President Carter signed a law which raises the mandatory retirement age to 70 for most Americans and eliminates the age limit altogether for almost all Federal workers. Under the new law, effective next year, most Federal workers will be virtually immune from mandatory retirement just because of age, and other employers will be prohibited in most cases from forcing an employee to retire before 70 just because of age.

TOP OFFICE E (From page 1) ceremonies to be held in the near future. Runners-up for the national honor included:

- Western Region - Sacramento General Aviation District Office;
- Southwest Region - Lubbock General Aviation District Office;
- Great Lakes Region - Grand Rapids General Aviation District Office;
- Southern Region - Jacksonville General Aviation District Office;
- Eastern Region - Aeronautical Quality Assurance Field Office;
- Central Region - Kansas City Engineering and Manufacturing District Office;
- Flight Standards National Field Office - Battle Creek Flight Inspection Field Office.

APRIL FAA WORLD IN MAIL

Available: A change of pace from the routine, an island paradise; come to Guam--a good place to live and work. In April, FAA WORLD takes you to the crossroads of the Pacific and tells you the pros and cons of this overseas assignment. . . . Flying is getting safer and safer thanks to The Safety Merchants--the accident prevention specialists who approach their tasks with almost an evangelical zeal. Our story explains the program and indicates the diversity of their activities. . . . The Miami GADO has a unique job with an odd and volatile segment of the aviation industry. It's beginning to get a handle on leased-cargo operations and earn a measure of respect from the rugged individualists there. . . . And read the people features: Direct Line, Federal Notebook, Heads Up and Faces and Places plus Word Search.

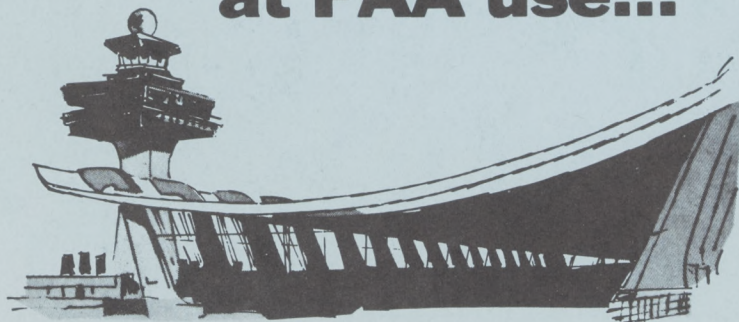
MONEY: PRETTY D QUICK

You can get your Pay Deposited Quicker (PDQ) if you want to save yourself some time and trouble. It's simple--just sign up to have your paycheck deposited directly in your bank or credit union account. That's all there is to PDQ, which is what the agency is calling its campaign to make employees aware of the direct deposit program. Keep in mind that some salary checks are lost or stolen each payday. This causes a lot of hassle for the person involved. If you have your check deposited directly, this can't happen. The money is forwarded to your account whether you're at work or not. For example, if you happen to get sick and you have to go to the hospital, it is a great comfort to know that your salary is automatically being deposited. As this writer can attest, the fact that there is some money in the bank can be very important. So think it over. For more info, contact your payroll or administrative office.

EARLY HISTORY PUBLISHED

There was a time when an American engaged in flying could go about his business and scarcely notice the existence of Federal, state or local authority. His access to the air was totally unencumbered. He needed no pilot's license, and his aircraft was not required to possess an airworthiness certificate. And once in the air, he was not obliged to abide by any rules of flight--there were none. How the Federal Government got into the business of regulating civil aviation and promoting its development is traced in a book just off the press, Bonfires to Beacons: Federal Civil Aviation Policy Under the Air Commerce Act, 1926-1938. Written by FAA Historian Nick A. Komons, Bonfires is the second volume to be published of a projected four-volume history of FAA and its predecessor agencies. Both Bonfires and its companion volume, Takeoff At Mid-Century, are on the shelves at the FAA and DOT libraries and in regional office libraries. A hardbound copy of Bonfires can be bought at GPO bookstores for \$8.00 a copy, Stock No. 050-007-00419-2.

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DO YOU?

Q&A ABOUT THE FIELD PLACEMENT PROGRAM

Q. Was there a deadline to have all vacancies posted? Why have some regions not sent in their vacancies?

A. It is not possible to post all vacancies by a given date. All regions have already begun or are in the process of submitting their vacancies. This program began with the first postings on April 3 and vacancies will continue to appear over an extended period of time. The logistics involved in assigning priorities and posting has resulted in some regions "getting on the boards" before others. APT-100 receives the vacancy information via the automated Personnel Management Information System and in virtually every instance that information is posted within 24 hours. The number of vacancies is expected to diminish after the first weeks.

Q. Do the Regional Directors have the authority to withhold certain vacancies in their regions?

A. Because this program covers such a large number of regional and Aeronautical Center vacancies, it is necessary to provide sufficient flexibility for the Regional and Center Directors to plan for organizational changes, reductions in staffing or necessary workload realignments. It is possible, therefore, to withhold a certain vacancy. However,

a position withheld is a position unfilled and it remains so until made available to headquarters and NAFEC employees or an exception is made by APT-1.

Q. Is Alaska an overseas location for return rights purposes?

A. Yes. Alaska Region and Pacific Region are considered overseas locations, as well as any other location outside of the 48 contiguous states. Positions in overseas locations continue to receive coverage in accordance with the Reemployment, Restoration and Return Rights program.

F.E.W. TALKS OUT ON AGE

The Southwest D.C. Chapter of Federally Employed Women has scheduled a brown bag lunch meeting on age discrimination for 12 noon, April 19 in Room 10330 at the DOT building. The FEW flyer points out that a male manager, salesman, U.S. President, Senator, etc., is called "in his prime" at age 55 or 60, BUT a woman is called "over the hill" by the time she's 35 or 40.

GOLF MATCHES SCHEDULED

The FA Club has scheduled six golf tournaments this season for club members. Prizes for the first five matches will be golf balls, for the sixth, a trophy. Tournaments are scheduled for: April 18, Twin Lakes, Va.; May 16, Twin Shields, Md.; June 14, Cedar Crest, Va.; July 12, University of Md.; August 17, South Reston, Va.; and September 14, Britton, Md.

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APA-4

78-16 April 17, 1978

TALKING COMPUTER GIVES WEATHER TO PILOTS

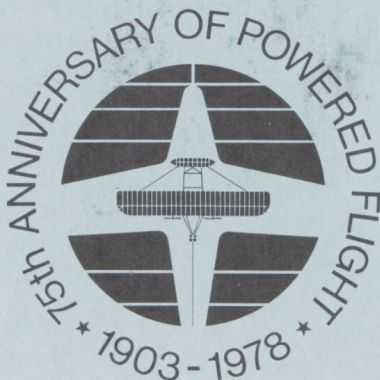
Beginning this week, pilots in the Washington, D.C. area will be able to get weather information from a talking computer in a test of an experimental system developed by FAA to make such information more readily available to airmen. Using push button telephones, a pilot will tell the computer what areas of the country he or she is interested in. The computer then will search its memory for the weather information on that area, and pick out the proper pre-recorded words to relay that information to the pilot. During the four-month test only three types of weather information--hourly surface observations, terminal forecasts, and winds aloft--will be available from the computer. A pilot wanting more complete information still will have to call a Flight Service Station. A detailed brochure is available from NAFEC (ANA-250).

INDIANAPOLIS AWANS IS GO

Automation went operational at the Indianapolis Flight Service Station on April 5 with the commissioning there -- several months ahead of schedule--of the Aviation Weather and Notice to Airmen System (AWANS). The system uses a computer to collect, process and store weather and other information that can be called up electronically in seconds by flight service specialists when they brief pilots. It eliminates the usual time-consuming task of leafing through numerous teletype sheets to find the information the pilots request. The Indianapolis FSS is the third in the country to be equipped with automated equipment as part of the agency's FSS modernization program. The other two are the Atlanta and Washington (Leesburg) FSSs. The Indianapolis AWANS originally had been scheduled for commissioning in the fall. But when the movement of the FSS from the Indianapolis Airport to the Indianapolis ARTCC was accelerated so was the AWANS installation schedule.

WRIGHT BROTHERS HONORED

DOT has developed an official logo for the Diamond Jubilee of powered flight. Shown to the left, the logo will be used extensively in the coming months as part of the nationwide observance of the Wright Brothers achievement.



FEDS TO LEAD INFLATION FIGHT

In a speech last week to the American Society of Newspaper Editors in Washington, President Carter said the Federal Government will lead the way in the fight against inflation. And he asked private industry and state and local governments to follow the Federal Government's example of restraint. Specific actions outlined by the President include a proposal to limit the pay increase for Federal white-collar workers scheduled for October to about 5½ percent. The President also said he will freeze the pay of all executive appointees, including members of his senior staff. In addition, Mr. Carter said all executive agencies will avoid or reduce, whenever possible, the purchase of goods and services whose prices are rapidly rising. Finally, the President again stressed his determination to eliminate unnecessary regulations which increase costs to private industry and thereby contribute to inflation.

CARY EUROPE BOUND

Charles O. Cary, Assistant Administrator for International Aviation Affairs since 1965, will head for Brussels in early May to take over the newly-created post of Special Representative of the Administrator. In his new job, Cary will represent the Administrator at meetings with foreign aviation officials. His other responsibilities will include the examination and evaluation of the role and functions of FAA in the Europe, Africa and Middle East Region. He will review FAA activities and programs in that region with a view towards making recommendations to the Administrator for improving efficiency and reducing costs.

CONCORDE BOOMS DISCUSSED

FAA's report on 123 Concorde operations last month at New York's Kennedy Airport show a slight decrease in overall noise levels when compared to previous months. However, the number of complaints about Concorde was up sharply with 293 recorded in March in contrast to 122 in February. The report also discusses the phenomenon of secondary or reflected sonic booms measured on Long Island by the Lamont-Doherty Geological Observatory of Columbia University under an FAA contract. The report lists eight secondary booms measured by Lamont-Doherty at East Hampton near the tip of Long Island in November and December 1977. Secondary booms are caused by pressure waves from aircraft in supersonic flight that bounce back to earth off refracting layers in the stratosphere. Although they may be audible, they have considerably lower energy levels than primary booms and are not of sufficient strength to cause damage.

HANDICAP COMPLAINTS GET EQUAL TREATMENT

Beginning April 10, complaints of discrimination because of a handicap--physical or mental--will be processed in the same way as discrimination complaints based on race, color, religion, sex, national origin or age. Previously processed under the agency grievance system, handicap complaints now will be handled in accordance with Part 713 of the Federal Personnel Manual.

FAM FLIGHT FIRSTS

Richard Hubbard and Edgar Clark of the Cleveland Center may never be immortalized in the Guinness Book of Records. But they have achieved "firsts" as far as familiarization flights go. They are the first controllers to use overseas domestic and international trips as "fam" flights under provisions of the new FAA/PATCO contract which for the first time allows such trips for non-oceanic sector controllers. On April 8, Hubbard flew to Panama via Braniff Airways, and Clark has been okayed for an April 19 trip to Tokyo on Flying Tiger Lines. Previously, only center controllers working positions that handle oceanic operations and flight service stations specialists assigned to international flight service stations were allowed to use overseas travel as familiarization flights. The new regulations governing international and overseas domestic familiarization flights are spelled out in the recently-revised Facility Management Handbook.

AGENCY LEASES CITATION II

The agency has contracted with Cessna Aircraft Co. for the lease of a Citation II for training, proficiency and administrative transportation. Scheduled for delivery in June, the aircraft will be based at Hangar 6 at National Airport. The Citation II was certificated by the FAA earlier this year. More than 400 of these aircraft have been produced and it is estimated that 300 or more of these will enter the general aviation fleet over the next few years. The contract, in the amount of

\$136,925 for the initial year's lease, includes an option to extend the lease for five consecutive years through Sept. 1983.

NAFEC HOSTS NAVIGATION MEET

NAFEC will host a national conference of experts in the field of navigation April 25-27. Some 200 persons from government and private industry are expected to attend the meeting sponsored by the Institute of Navigation. Five technical working sessions are planned for the conference covering these subjects: National Plans and Government Policy, Future Needs, New Technology and Systems Development (two sessions) and Analysis of Future Concepts. All sessions will be held in the Howard Johnson's Regency Motor Hotel in Atlantic City.

DULLES TAKES PLACE IN HISTORY

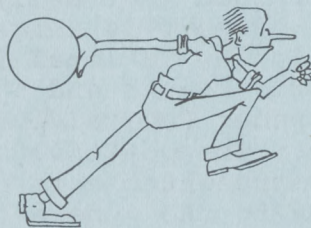
The Department of the Interior has determined that Dulles International Airport is eligible for listing in the National Register of Historic Places and for protection under Federal preservation law. The positive determination represented a rare exception to the general rule that a property must be at least 50 years old to be considered for the Register. Secretary Adams previously had written his counterpart at Interior asking for a determination in this matter, noting that Dulles "is architecturally significant and, as such, should be nominated." FAA now is proceeding with the formal nomination of Dulles and inclusion in the Historic Register is expected next month.

BIG JET QUIET AT NATIONAL

The success of last week's A-300 demonstration flight to Washington National Airport was reflected in the newspaper accounts of the "wide-body's" visit. Administrator Bond said the plane was the quietest jet ever to land at National, and the Washington Post reported that his statement was supported by results of sound monitoring tests. The Post also characterized the plane "as quiet, as clean, as smooth and as comfortable inside as promised in the publicity that preceded it."

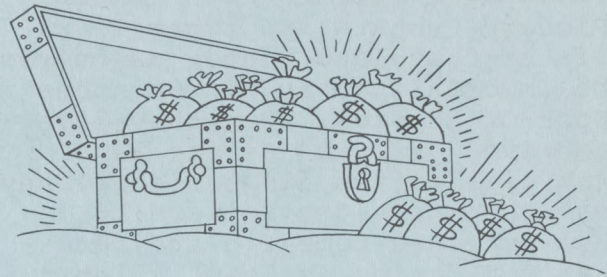
MARY S. HARPER

The Office of Aviation Medicine appreciate the generous contributions in her memory. After floral tributes, \$285 was contributed toward the college educations of her children.



BOWLING FOR ALL BY OCEAN

The FAA/NAFEC Handicap Championships hosted by FAA Washington Headquarters will take place June 2 and 3 at the Verona Lanes, West Atlantic City, N.J. All FAA employees nationwide and their guests (ABC/WIBC Qualified), are eligible to enter. For more info and entry blanks write: Ed Brown, AAF-12, Washington Headquarters, 800 Independence Ave., SW, Washington, D.C., 20591.



AWARDS AND REWARDS

The Office of Accounting and Audit presented Quality Increase awards to Irmgard K. Dahle, Cynthia K. Raff, and Virginia O. Mayes (based on Outstanding Performance) and George M. Williams and Frank J. Pietrykowski. Special Achievement Cash Awards were also presented to Sylvia Rose, Charles H. Munson, John Osipchak, Stephen I. Newborn and Stanley Nicoletti.

HOWARD MEET SET

The Howard University Engineering school will have a reorganizational meeting of the alumni association on Saturday April 22, 1978. The meeting will be held at the engineering school auditorium (2300-6th St., NW in Washington) at 5:00 p.m. At this meeting the new officers will be elected and the new Constitution will be ratified. All Howard University engineers are invited to attend this meeting and the reception following. Contact the Office of the Dean, Howard University engineering school at 636-6565 for more information.



FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

5415

78-17 April 24, 1978

HUNDREDS APPLY FOR FIELD PLACEMENT PROGRAM

Under the Field Placement Program (FPP) which officially began on April 3, over 580 regional and Aeronautical Center vacancies have been advertised in Headquarters and at NAFEC. FPP bidder lists are now in the hands of selecting officials for some 182 vacant field positions. As of last Friday, April 21, a total of 548 applications had been passed on to those selecting officials. Of these, 307 came from Headquarters and 241 from NAFEC. Although the numbers of vacancies posted at any one time will tend to diminish as positions are filled, the Field Placement Program is an on-going program. Regional and Aeronautical Center vacancies will continue to be advertised in Headquarters and NAFEC as positions become vacant.

PAYMENT FOR SERVICES URGED

The agency has proposed to charge fees ranging from under \$10 to over \$400 for certifying pilots and other airmen in order to recoup costs to the Federal government for providing those special services. In a Notice of Proposed Rule Making (NPRM), FAA also proposes to boost the fees it currently charges for aircraft registration and for the recording services involved in the transfer of aircraft titles. (See Page 2)

FAA MLS PICKED BY ICAO

"Today's action by the ICAO member states in recommending the TRSB microwave landing system for adoption as the international standard is a tribute to the vision and competence of those who developed it," Administrator Bond commented last week when the critical All-Weather Operations Division of the International Civil Aviation Organization (ICAO) endorsed the agency-backed microwave landing system (MLS) as the world's standard. ICAO members, meeting in Montreal, expressed a 39 to 24 (with eight abstentions) preference for the American/Australian Time Reference Scanning Beam (TRSB) system over the competing British doppler system. The vote took place after months of sometimes heated debate, characterized by Bond as "guerilla warfare." During this period, FAA teams demonstrated the TRSB system, which provides multiple and curved paths for landing planes, literally from the Arctic Circle to South America and Africa. The recommendations of the Montreal meeting will now be submitted to the Air Navigation Commission of ICAO and subsequently to the ICAO Council for final adoption, probably in late 1978. According to the Office of International Aviation, no problems are anticipated.

WOMEN IN AVIATION

Amelia Earhart was one of the first of her sex to demonstrate that women have a place in aviation, and now women all over the country are finding their places. For instance, the Columbia, N.C., General Aviation District Office recently certificated Susan Dusenbury of Florence, S.C., as the agency's first female Authorized Inspector (AI). According to reports from the field, she passed her AI test with flying colors. . . . And the "Ninety-nines," the women's flying organization started by Ms. Earhart, reports that many of its members are advancing to positions of new responsibility in FAA. Included are Terri Pirrung, who is taking over the job as FAA Safety Inspector in Rochester, N.Y., and Marylin Sidwell, who recently added a free-balloon rating to her Air Transport Pilot certificate and has been selected as a General Aviation Operations Inspector program instructor at the FAA Academy. . . . Finally, other "Ninety-Nines" in training for ATC positions are Pat Newman from Ohio and Patricia "Buffy" Roach from Colorado. . . . The total number of women airline pilots in the U.S. was increased by 20 percent last week when six women were taken on to fly co-pilot on Texas International Airline DC-9 jets. Among the women was Jill Brown of Baltimore, Md., the first black woman ever to be hired as a pilot for a major U.S. airline.

GO ECON OR YOU PAY THE TOW

New procedures, prescribed by the General Services Administration, for using first-class accommodations on common carriers will be published shortly in an FAA order. A major provision of the new procedures, effective April 1, is that approval of first-class

airline accommodations by Department of Transportation employees must be obtained from the Secretary or Deputy Secretary. No one below that level is authorized to approve the use of first-class air accommodations. Any cost of unapproved or disapproved first-class air travel over the cost of coach accommodations will be borne by the traveler. Also, a report will be made semi-annually showing, among other things, the name of each employee who used approved first-class air accommodation. The single exception is travel to locations serviced only by air carriers providing one-class accommodations. Approval of such travel is not required.

PAYMENT (From page 1)

The FAA action stems from a long-standing policy, based on a 1952 law, that individuals or groups receiving special benefits from services provided by Federal agencies should pay for them. FAA estimates that its proposed fees for both registrations and certification activities would recover approximately \$22 million per year. Currently, the charges for aircraft registration and conveyance yield only about \$900,000 annually. FAA said that while its current proposal covers only certain services, it intends later to propose fees for other special FAA service. Comments on the proposal should be sent to FAA's Office of Chief Counsel, Attention: Rules Docket, AGS-24, 800 Independence Ave., S.W., Washington, D.C. 20591. Deadline for comments is July 19, 1978.

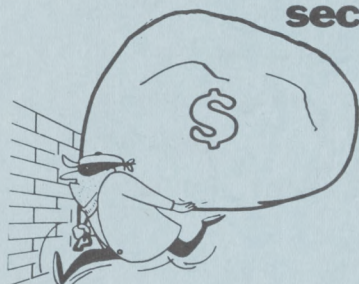
ATCA DUES WITHHELD

As a result of a change in Civil Service Commission regulations, the dues for Air Traffic Control Association (ATCA) members now may be withheld from their paychecks. Generally, the revised regulations allow agencies to enter into dues-withholding agreements with professional or other associations, a privilege already accorded labor unions.

MORE MEMORY FOR ARTS II

As part of the Agency's continuing program to update and refine air traffic control equipment and facilities, a \$5.2 million contract has been awarded to Sperry Univac for ARTS III enhancement equipment. Essentially, the new equipment will increase the "memory" and therefore, the capability of the automated radar systems already on the line. Specifically, much of the added "memory" will be used for the Conflict Alert program which is currently being implemented at all 63 operational ARTS III sites.

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SPRING FORWARD

Daylight saving time returns at 2 a.m. Sunday, April 30. Clocks should be moved forward one hour to begin six months of daylight saving time. The exceptions are Arizona, Hawaii, Puerto Rico, Virgin Islands, American Samoa or that portion of Indiana within the Eastern Time Zone. These areas don't observe DST.

PDQ MEANS SECURITY

Has your paycheck ever been lost, stolen, late in arriving, run through the washing machine or sent to Clinton, Iowa, instead of Clinton, Maryland? One hundred and twenty-seven employees were victims of those and more. More than 12,000 banks and savings institutions have entered into an agreement with Treasury that provides a "guarantee" that employees will "without fail" receive credit on the established payday under PDQ. Most employees use this guarantee and all are paid on time. However, 45 percent did not, and 127 checks were late or lost. Delays in replacement were from 3 to 57 days. Don't let this happen to you!!!

NAFEC ATC PUBLICATION OUT

NAFEC has compiled and published a comprehensive bibliography on separation standards in air traffic control systems. The bibliography also includes selected readings on related subjects such as collision risk analyses, effects of aircraft diversions and delays, and navigational accuracy. Listings were selected and annotated by Paul W. Bradbury of NAFEC's Simulation and Analysis Division. The NAFEC document, Report No. FAA-EM-77-13, "Air Traffic Separation Studies: An Annotated Listing," is available from DOT, M-443.1, Publications Section, Washington, D.C. 20590

AIRPORT HEARINGS SET

The Agency will hold four public hearings late next month on its proposed operating policy for Washington National and Dulles International Airports. Issued last month, the proposal would cut back nighttime operations at Washington National, lift the ban on wide-body aircraft there and impose a limitation on passenger growth. Dulles basically would continue in its present role, providing all levels of airline service. The public hearings will be conducted at the following times and locations.

May 23, 1978, 7:30 p.m.:

- Twin Bridges Marriott, Arlington, Virginia;
- Dulles Marriott Hotel, Dulles International Airport.

May 24, 1978, 7:30 p.m.:

- FAA Headquarters, Auditorium, 800 Independence Ave., S.W., Washington, D.C.;
- Albert Einstein Senior High School, Auditorium, 11135 Newport Mills Road, Kensington, Maryland.

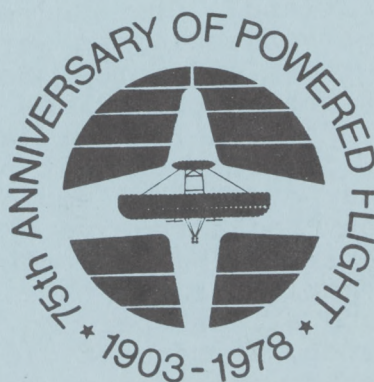
FREE AVIATION BONANZA

National Air and Space Museum free public events in May include:

- "Man Belongs to the Earth," May 3, 5:15 and 6 p.m. This spectacular 26-minute IMAX film will be shown on the Museum's five-story screen in two special showings.
- The New Sun: Observations From Skylab, May 3, 8 p.m. Astronaut Owen Garriott will present a free public lecture on studies of the sun during his 59-day Skylab mission.
- Monthly Sky Lecture: "Planets, Planets, Everywhere," May 6, 9 a.m., Albert Einstein Spacearium. This lecture will show you where to

find the planets and the constellations visible in the spring.

- Exploring Space With Astronomers: "The Message of Starlight," May 17, 8 p.m. Modern astronomers routinely determine the temperature, pressure, rotation and chemical composition of stars billions of miles from the earth.
- Towards More Efficient Aircraft, Dr. Richard T. Whitcomb, head of the Transonic Aerodynamics Branch at NASA's Langley Research Center, will discuss past, present and future trends in aircraft design.



FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

78-18 May 1, 1978

AIRPORT LEGISLATION STUDIED

The agency will hold a consultative planning conference June 1 in Washington, D.C., to discuss legislative options for continuing FAA's Airport Development Aid Program. An FAA-directed task force currently is studying various alternatives for amending or replacing the Airport and Airway Development Act. Originally enacted in 1970, the law was amended in 1971, 1973 and 1976.

In addition to the Airport Development Aid Program (ADAP), the Act also authorizes funds for FAA's Planning Grant Program, the Facilities and Equipment Program, maintenance of air navigation facilities, and certain research and development activities. Together these programs account for one-third of FAA's operating budget. ADAP is the largest of these, with more than \$540 million authorized for airport development grants in the current fiscal year.

Additional information on the meeting can be obtained by calling (202) 426-3912.

EXECUTIVE DEVELOPMENT PROGRAM

Changes to FAA Order 3110.13C, Executive Development Program, are now being coordinated with Region/Center Directors and Office/Service Heads. Employees interested in applying for the program are advised that the announcement will open in the summer.

FLIGHT STANDARDS GETS INTO 'FLIGHT SAVE' ACT

Although usually 'Flight Saves' are made by ATCSs (See "A Short Flight" below), Flight Standards inspectors also get into the act from time to time. Recently, Operations Inspector Edward Johnson and Airworthiness Inspector Jim Sheppard, both from the Portland, Me., GADO, were flight testing a 601-P Aerostar when they picked up a distress call on their radio. The pilot asking for help was lost and disoriented in mountainous terrain. As things turned out, he also was lucky. It took the FAA inspectors only a few minutes to figure out where the frazzled pilot was. After contacting the lost pilot and putting him on a course for the Rutland, Vt., Airport, the FAAers intercepted the aircraft and led it to the airport. The landing was uneventful.

A SHORT, SAFE FLIGHT

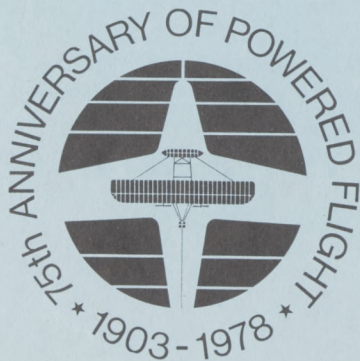
The airplane was hardly off the ground at Salt Lake City Municipal Airport when controllers saw it was in trouble. Instead of turning west after takeoff, the pilot had veered eastward and was observed on radar heading toward high, dangerous terrain under instrument conditions. Tower controllers Roland B. Manwaring and Don M. Millward tried to alter his course (See page 4)

TIRE BLOWOUTS STUDIED

A special five-man FAA team has begun a review of the certification of the tires, wheels, brakes, and landing gear of the DC-10 to determine if a design or other deficiency is responsible for the recent increase in tire blowouts on the aircraft. The team is headed by Edward Griffin, who recently retired as Chief of the Engineering and Manufacturing Branch of the Central Region's Flight Standards Division but agreed to take the assignment. Also included are two members of the Engineering and Manufacturing Division at Washington Headquarters, a flight test engineer from the Northwest Region, and a tire expert from the Great Lakes Region. Meanwhile, the agency is in the process of upgrading its Technical Standard Order governing tires to demand higher standards than are now required. It also is preparing an amendment to the FARs which would increase the safety margin of the tires.

BE SURE YOUR MONEY'S SAFE

The FAA Federal Credit Union can make sure your paycheck isn't lost or stolen. You can have your money deposited automatically into your account where it will draw interest until you use it. Not only is your check sure to be deposited where you can get at it but also your deposits are insured for up to \$40,000. For maximum safety, prepare your SF 1189 and take it to your credit union.



LIFTING THE WORLD ?

They say that if you have a long enough lever, you can move the world. Well, Goodyear Aerospace Corp. may not be trying to move the world, but they are thinking about constructing an aircraft that can move buildings and maybe whole towns. Goodyear engineers have been talking to the Great Lakes Region Engineering and Manufacturing Branch of the Flight Standards Division about getting a civil type certificate for a combination helicopter/super blimp. The "envelope" or bag for the proposed vehicle would be 2.5 million cubic feet, about ten times the size of today's Goodyear blimp. This would be attached to four S-64 Sikorsky Sky Crain Helicopters, enabling the craft to lift approximately 75 tons.

N.Y. ATCS GOLF TOURNEY SET

Trophies, gift certificates and merchandise will be awarded as prizes at the First Annual Golf Tournament to be hosted by air traffic controllers at the New York Center and the Common IFR Room. All FAA employees nationwide and their guests are eligible to enter the event which will take place June 20-22 at the Colonie Hill Country Club, Hauppauge, L.I., site of the 1977 LPGA Pinter Classic. An entry fee of \$60 pays for all green fees, electric cart, and banquets. For more info and entry blanks write, New York ARTCC, Crew 3B Golf, Johnson Ave., Ronkonkoma, N.Y. 11779.

HEADQUARTERS PERSONNEL NOTES

RETIREMENT RECORDS A MUST

Did you know that retirement applications must be accompanied by complete records of your Federal, civilian and military service? Failure to include complete records of Federal, civilian and military service with applications causes delays in processing and could create serious financial hardships. CSC Form 1084, "Information in Support of Civil Service Retirement Applications," has been designed to list your service in chronological order. Individuals planning retirement within the next year can assure that their service records are complete by requesting initiation of this form when they begin to plan their retirement. Upon request, the Labor Relations Branch, APT-140, will complete CSC Form 1084 from information in your Official Personnel Folder. The form will be forwarded to you for review and verification. You should return the form to APT-140, either indicating that all service has been accounted for, or, if military or other employment time is missing, providing a statement showing dates, agencies and locations of additional service. Locating and verifying missing records can be time-consuming. By starting early, verification can be obtained for periods of service for which records are missing, resulting in more accurate annuity estimates and insuring credit for all Federal service when your retirement annuity is computed by the Civil Service Commission. CSC Form 1084 is NOT a retirement application and in no way commits an employee to retire. Only upon

submission of a retirement application will you be asked to certify that your records of government service are complete and accurate.

TIME TO THINK ABOUT LEAVE

The time for summer vacations is upon us, and that means it is time to schedule annual leave. Accumulated annual leave in excess of the maximum permissible carry-over amount (generally 240 hours) is automatically forfeited at the end of the leave year if an employee does not use the leave. Civil Service Commission regulations do provide that annual leave forfeited because of exigencies of the public business or sickness may be restored if the leave is approved in writing before December 3 (the beginning of the third biweekly pay period prior to the end of the year). Except in a bona fide emergency, the decision that the exigency is of such importance as to preclude the use of leave must be made before annual leave is cancelled (See Paragraph 15d, FAA Handbook 3600.4). Large blocks of leave should not be scheduled at the end of the leave year when foreseeable program requirements will not permit the leave to be used. Employees are encouraged to enjoy their leave earlier in the year to ensure that they receive the benefits to which they are entitled and to eliminate the need for requesting restoration of forfeited leave. Remember, the law does not permit every forfeited leave hour to be restored. The vacation you save may be your own!

SHORT, SAFE (From page 1)

but their warnings were ignored. When they finally did get through, the pilot reported that the transmissions were unreadable, that his radio was malfunctioning, and he was having trouble with his left engine. He continued flying toward the hazardous terrain until eventually the controllers' message filtered through the static. But once communications were established the pilot's navigation equipment began failing. So the controllers took over and vectored him back to the airport. Then they gave him a non-gyro approach, which means they guided the plane to the runway hidden from the pilot by rain and fog. On the second try, he landed--safely. During the month of March 1978, 312 flight assists were reported--124 by flight service stations, 135 by towers and 53 by centers. There were a total of 493 people reported on board the aircraft involved. The primary causes for the assists included 173 lost pilots, 24 low on fuel, 54 involved in weather and 84 with some type of equipment malfunction.

TRAINING RECORD FORM

Form WA 3000.1, Training Record, is now available at the GSA Self Service Store. Supervisors are encouraged to use this form when documenting training which is to be recommended for employees.

WOMEN EXECUTIVES DISCUSSED

All employees are invited to hear Mary Anderson, Associate Administrator for Policy Development and Review, speak on bringing FAA women into management and executive level positions. Ms. Anderson, the Agency's highest ranking woman, will describe some of her personal experiences as a woman engineer, teacher, civic leader and state official. She will also discuss opportunities and difficulties faced by many women in management as well as ways for both women and managers to identify high potential FAA women. The Associate Administrator's talk is part of a series sponsored by the Federal Women's Program, Office of Civil Rights. Other events in the program entitled, Bringing FAA Women into Management, are: May 8, 11 a.m., Room 9 ABC, a panel discussion of Ms. Anderson's recommendations and how to implement them; and May 18, 12 noon, Room 9 ABC, the first in a series of discussions of major books on characteristics of managerial women. The DOT library is cooperating with the program by holding relevant books and articles on reserve at the reference desk of the library, 9th floor, FOB 10A.



ALICE IS
COMING!!!
MAY 8-10, 1978
AUDITORIUM, 3RD FLOOR

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APP-4

78-19 May 8, 1978

PLACEMENT PROGRAM IS GO

To date, 39 offers have been extended to headquarters and NAFEC employees under the Field Placement Program, now in its fifth week of operation. Lists of applicants are now in the hands of selecting officials for 270 of the 709 regional and Aeronautical Center vacancies which have been advertised in headquarters and NAFEC. As of April 28, a total of 1032 applications had been referred to those selecting officials with 622 coming from headquarters and 410 from NAFEC.

BOND SPEAKS OUT IN MAY WORLD

In the May issue of FAA World, Administrator Bond talks about the professionalism of FAA employees ("I never ceased to be impressed by the precision and accuracy and reliability with which they perform."), his philosophy of management ("...simplification of structure is always a goal, to my way of thinking."), labor-management relations ("I don't think it's something you practice at contract time; if you do, you do so at your peril."), and the Booz-Allen study ("I can't predict exactly what will come out of it, but generally, I am striving for a leaner organizational structure, (Continued on page 3)

AUTOMATED WEATHER SYSTEM COMPLETES TEST PROGRAM

An unmanned aviation weather observation system that automatically collects and reports weather data satisfactorily completed four months of testing last week at the Patrick Henry International Airport in Newport News, Va. The Aviation Automated Weather Observation System, or AV-AWOS, now will be moved to the National Weather Service's test facility at Sterling, Va., where FAA and NWS will continue development work to enhance the equipment's capabilities. AV-AWOS uses a series of automatic sensors to collect 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 computer and come out as a voice message which is available to pilots over their radios or on the telephone before take-off. In addition, the weather reports are shown on cathode ray tube displays at local agency and airport facilities. As part of the test program, pilots in the area were asked to complete questionnaires giving their opinions

Join the Payroll Savings Plan.

BETTER WIND INFO ON TAP

Chicago's O'Hare Airport went operational last week with a new surface wind detection system that enables controllers to provide pilots of arriving aircraft with more specific and accurate information on actual field conditions. The new system utilizes wind sensor equipment located near the runway threshold rather than sensors at the center of the field. The wind sensor equipment is part of a more complex computer-based wake vortex detection system currently being tested at O'Hare.

AIRPORT MEETING SET

The agency will hold a consultative planning conference June 1 in Washington, D.C. to discuss legislative options for continuing FAA's Airport Development Aid Program and other activities financed by the Airport and Airway Trust Fund. An FAA-directed task force currently is studying various alternatives for amending or replacing the Airport and Airway Development Act. Funding authority under the Act expires September 30, 1980. In addition to authorizing the Airport Development Aid Program (ADAP) and the companion Planning Grant Program, the Act also authorizes funding for FAA's Facilities and Equipment Program, certain research and development activities and maintenance of air navigation facilities. Together these programs account for more than one-third of FAA's operating budget. ADAP is the largest of these with more than \$540 million authorized for airport development grants in the current fiscal year.

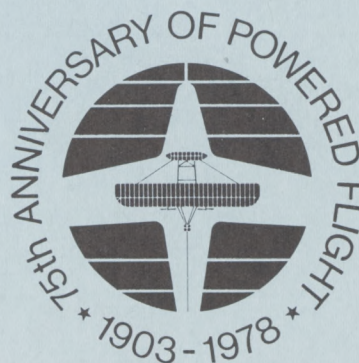
of the new system. Their reactions will be summarized in the final test report, due later this year.

SPREADING THE WORD

With the help of FAA's Office of General Aviation, a new international aerospace education body was born in Dallas last month. Known as The World Aerospace Education Organization (WAEO), the new organization will work to promote a better understanding of the impact of aviation and space on the quality of life. Dr. Mervin K. Strickler, Chief of AGA's Aviation Education Programs Division, is one of six founding members of the new organization. Others include representatives from NASA and the Civil Air Patrol.

TOP RETIREES SELECTED

When the National Association of Retired Federal Employees selected the 10 finalists in its first Federal Retiree of the Year competition, the list included James E. Carter, formerly the Chief of the Air Traffic Airspace and Procedures Branch in the Anchorage Regional Office. However, a former Department of Defense employee walked off with the top honors and the \$2,500 cash award that goes with it. A May 31 reception is planned at the Mayflower Hotel in Washington to honor the winner and the other nine finalists.



NO STANDING IN LINE

We have some tips for people who stand in line at credit unions and banks waiting to deposit their paychecks: Get in the line with the best-dressed people. They generally have only one transaction. Most are there just to buy stamps. Avoid lines with people carrying shopping bags. They usually have more business to transact than the President of IBM at a board meeting. Better yet, remember that PDQ means Pay Deposited Quicker and give up standing in line entirely. Read Notice N2730.35, the PDQ directive, or just pick up your form SF 1189 today. You too can have your paycheck deposited directly to the credit union or other banking institution, and never have to stand in line again.

KEEP THOSE SEAT BELTS FASTENED

In order to ensure maximum safety, the agency has proposed a regulation that would require airline passengers to remain seated and keep their seat belts buckled throughout a flight. The only exception would be when a passenger goes to the restroom or when a crew member authorizes a passenger to unbuckle the belt and move about in the cabin. The proposal also would require the airlines to post special signs saying "Fasten Seat Belts While Seated."

**ICAO SEEKING APPLICANTS**

The following assignments are now available with the International Civil Aviation Organization (ICAO).
 MONTREAL 2 years - PC-9/78
 Language Officer (Reviser), P-4,
 Gross: \$29,940 and Net (free of tax): \$20,209 without dependents and \$21,756 with dependents per annum. Language Requirement: A complete command of French as the native tongue or the language used for the purpose of education, with a thorough knowledge of syntax and stylistics. A thorough knowledge of English is essential. Also Russian or Spanish would be valuable. PC-10/78 Editorial Officer, Spanish, P-3, Gross: \$23,910 and Net (free of tax): \$16,978 without dependents and \$18,193 with dependents per annum. Language Requirement: Spanish native tongue or the language used for the purpose of education and a sound knowledge of English is essential; a working knowledge of French and Russian an asset. Applications due in AIA-19 by May 31, 1978. Additional information is available from your personnel office.

MAY WORLD (From page 1)

one that has fewer boxes in it, one that increases the number of productive people and reduces middle management."). Continuing with the Bond theme, the May World also has an article on the fabulous career of Peter Goutiere of the N.Y. ACDO who worked for the Administrator's father in the Far East some 30 years ago. And for those who observed "Sun" Day on May 3, the cover story describes what the agency is doing in the field of solar power. You'll also find other features and the regular departments, such as "Direct Line." Don't forget to take home a copy.

HELP, HELP, HELP

Should a woman scream, resist, give in or what...if a man tries to rape her? Learn the answer to this and other facts at the FA Club-sponsored Woman's Safety Seminar being conducted by the Metropolitan Police Department on May 11 from noon to 1:30 in the third floor auditorium. Supervisors are encouraged to allow the additional time for employees to attend this program.

BOND DRIVE KICKS OFF

The FAA Headquarters' Bond Drive Kickoff was held in the FOB-10A auditorium on Friday, April 28. Dave Sheftel, Director of Systems Research and Development Service, and Chairman of the FAA Headquarters' Savings Bond Drive this year, opened the meeting. Deputy Administrator Quentin Taylor was the keynote speaker. Also joining in the festivities was Mr. Gilbert Goff of the Treasury Department who outlined the benefits and advantages of bond ownership. A specially prepared film featuring well known TV actors will be shown to FAAers this week in the third floor auditorium of FOB-10A at 11:00 a.m. on both May 8 and May 10. Don't miss it! The same film will be shown at Transpoint at 11:00 a.m. on May 9. Let's all combine to make this the best Bond Campaign ever for FAA!

FREE GARDEN COURSE

A free one hour course in growing plants in hanging baskets is being presented by the U.S. Botanic Garden Conservatory in the patio at First and Maryland Ave., SW. Classes will be given Saturday, May 13 through May 20 at 10:00 a.m., noon and 2:00 p.m.

ENVIRONMENTAL PROBLEM

It's too hot! too cold! drinking water warm! floors dirty! no soap! no towels! clocks fast! clocks slow! water leakage! waste basket full! toilets overflow! not clean! etc. Call the DOT Building Managers, FOB-10A, 426-3340, NASSIF Building 426-9654 and Trans Point 426-9109, for immediate response and timely repairs. Calls to any other number only hold up the repairs. Don't delay in reporting the problem, it could get worse.

PAPER PLATES ONLY TEMPORARY

Paper plates, plastic flatware and styrofoam cups are in store for the patrons of the FOB-10A cafeteria. But these substitute utensils will not be used for long. As the first step in a program to upgrade the entire cafeteria, new and better dish-washing equipment is being installed beginning after lunch on May 11. The job should take about 10 working days. When it is completed china plates, glasses and "silverware"--presumably sparkling--will be available again. Other improvements planned include better lighting, carpeting, a new decor and better checkout facilities. The work is scheduled to be finished by the end of the summer.

ALICE IS COMING!!!
MAY 8-10, 1978
AUDITORIUM, 3RD FLOOR

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

78-20 May 15, 1978

APA - 4 17/15

REGIONS PICK TOP FACILITIES

The outstanding regional air traffic facilities for 1977 have been named as a preliminary to next month's selection of the national winners. The annual competition to identify the top tower, flight service station and en route center is held to recognize exceptional performance by air traffic facilities to promote the safe and expeditious movement of air traffic. The regional winners are:

- Eastern - Charleston Tower
Altoona/Johnstown FSS
- Southwest - Houston Intercontinental Tower
Little Rock FSS
Forth Worth Center
- Southern - San Juan Tower
New Bern FSS
Atlanta Center
- Central - Wichita Tower
Wichita FSS
Kansas City Center
- Great Lakes - Cleveland-Hopkins Tower
Cleveland FSS
Indianapolis ARTCC
- Rocky Mountain - Denver Tower
Salt Lake City FSS
- New England - Portland, Me., Tower
No FSS
Boston Center

(Continued on page 3)

FOUR ATCs HONORED FOR FLIGHT SAVES

When a student pilot, suffering from vertigo, was lost in the clouds over rugged Alaskan terrain and needed help, FAA was there. David H. Williams of the FAA's flight service station in Tanana, Alaska, responded to the radio distress call and spent the next two hours reassuring the frightened and inexperienced pilot and guiding him down through the overcast to a safe and uneventful landing at the Tanana Airport. For his efforts, Williams was one of four FAA air traffic control specialists honored this week with an "Outstanding Flight Assist Award" in Washington, D.C., ceremonies. The others are: Robert Youngquist of the Eau Claire, Wisc., Flight Service Station; Robert W. Sory of the Nashville, Tenn., airport control tower; and Gregory G. Barnes of the Los Angeles Air Route Traffic Control Center. In presenting the awards, FAA Administrator Langhorne Bond noted that FAA air traffic control facilities provided 3,246 "flight assists" to pilots in trouble in 1977. Without this help, a great many of these flights would have ended in accidents. While guiding a student pilot to a safe landing, (Continued on Page 2)

ALERTING SYSTEM SET AT LOGAN

An alerting system that detects low level wind shear caused by thunderstorms and fast-moving weather fronts will be installed at Boston's Logan International Airport by the agency next month. Using a mini-computer, the Low Level Wind Shear Alert System (LLWSAS) measures the speed and direction of the wind with sensors located at five points around the airport periphery. These readings then are compared with wind data obtained near the airport center. When a significant difference in wind velocity--approximately 15 knots--is detected, aural and visual alarms are triggered in the control tower cab, alerting controllers to potential wind shear conditions. The system is similar to those currently being tested at six other airports: Tampa International; Oklahoma City's Will Rogers; Houston Intercontinental; Denver Stapleton; Atlanta's W.B. Hartsfield and New York's JFK. Operational tests at Logan are scheduled to begin in mid-August and tests at all seven locations are scheduled to run through the end of the year.

ATCs HONORED (From page 1)

Williams told him how to use carburetor heat to eliminate ice and how to fly on instruments. Youngquist checked a flight plan, realized a lost plane had only 30 minutes of fuel and provided headings directly to the runway. When the plane did land, only five minutes of fuel remained. Barnes vectored a pilot who had lost power to a small out-of-the-way airport and prevented a forced landing in mountainous terrain. Sory directed a rescue helicopter to the scene moments after a plane crashed and caught fire.

STAFF TO SUPPORT 'COPTERS

A helicopter program staff to coordinate research and development in support of helicopter operations has been established within the Approach and Landing Division of SRDS. According to James R. Nelson, Acting Program Manager, the staff will help develop techniques, systems and procedures which will permit helicopters to use the National Airspace System most efficiently. In conjunction with this program, last week a CH-53 Sikorsky helicopter, which will be used for instrument flight testing, was delivered to NAFEC. The aircraft is on loan to FAA from NASA. . . . The first helicopter to actually join the agency's fleet, a Bell 206L, was delivered to Hangar Six at Washington National Airport early this month. Being leased on a yearly basis, the craft will be used for testing and evaluating new navigation techniques, for proficiency flying by agency pilots and for transportation in the Washington area.

DULLES TERMINAL TO BE EXPANDED

The agency has awarded a \$6,649,000 contract to the Frank Briscoe Co. of East Orange, N.J., for expansion of the Dulles International Airport terminal building. The construction project involves the widening of the terminal building to the south (the airfield side) along its entire length. It will add approximately 75 feet to the width of the terminal on the ground level to provide extra space for airline personnel to sort baggage and an additional 50 feet on the concourse level for passengers using the mobile lounges. Construction is expected to take two years.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO).
MONTREAL 2 years - PC-15/78

Editorial Officer, Russian, P-3,
Gross: \$23,910 and Net (free of tax): \$16,978 without dependents and \$18,193 with dependents per annum. LANGUAGE REQUIREMENT:

Russian native tongue or the language used for the purpose of education and a sound knowledge of English essential, with a working knowledge of French or Spanish an additional qualification.

PC-16/78 Language Officer (Interpreter/Translator), P-4, Gross: \$29,940 and Net (free of tax): \$20,209 without dependents and \$21,756 with dependents per annum.

LANGUAGE REQUIREMENT: A complete command of Russian as the native tongue or the language used for the purpose of education, with a thorough knowledge of its syntax and stylistics. A thorough knowledge of English, and a sound knowledge of French or Spanish, are essential. Applications due in AIA-19 by June 20, 1978. Information concerning applications, salary, duties, qualifications and benefits is available from your personnel office. Federal employees accepting ICAO assignments are entitled to restoration rights. Further information concerning ICAO assignments can be found in Agency Order 3330.6B, Chapter 7.

TOP FACILITIES (From page 1)

- Western - Deer Valley Tower
Sacramento FSS
Oakland Center
- Northwest - Boeing Tower
North Bend FSS
- Alaska - Kenai Tower
Bethel FSS
- Pacific - No Nominees

A ROSE BY ANY NAME

If you want to fly directly to Islip, Long Island to visit the New York Air Route Traffic Control Center, you now will land at Long Island/MacArthur Airport. The name of the field was changed from the more parochial Islip/MacArthur last month. City fathers, who have changed the airport's name five times, now are trying to get the identifier switched from ISP to LIA, but that designator already has been assigned to Lima, Ohio. FAA policy, in fact, is to make identifiers as stable as possible because of the high costs involved in changing baggage tags, airline guides and other materials. For instance, Chicago O'Hare still carries the identifier of the old Orchard Airport (ORD), and O'Hare has done pretty well.

GET PAID THE EASY WAY

The practice of depositing paychecks directly to banking institutions--Pay Deposited Quicker (PDQ)--is catching on. But some employees report that their banks need additional information about PDQ. In this case, the banks should contact their local Automatic Clearing House Association or the National Automatic Clearing House Association (202/467-4114). So, avoid standing in lines and have your paycheck deposited directly to your bank or credit union.

no more waiting in line with...



AERODYNAMICS EXPLORED

"Towards More Efficient Aircraft" will be discussed by Dr. Richard T. Whitcomb, head of the Transonic Aerodynamics Branch at NASA's Langley Research Center, at a free public lecture Thursday, May 18 at 8 p.m. in the theater of the National Air and Space Museum. Dr. Whitcomb, developer of the area rule, the super-critical wing and winglet concepts, will enumerate past, present and future trends in aircraft design and will explore trends that point the way towards improving aerodynamic efficiency.

MONTHLY SKY LECTURE

How the Earth is "Moving Right Along" will be examined Saturday, June 3, 9 a.m. at the Albert Einstein Spacearium in the National Air and Space Museum. "You can't go home again," wrote Thomas Wolfe, but beyond that, home isn't even where it was before. It is impossible to return to any given point in space. The Earth rotates, moving you away from where you were; and by the next day, the Earth has revolved around the Sun a little to place the point further out of reach. The Earth precesses, or wobbles, much like a spinning top, further complicating the matter. And so it goes, this complex motion, as the Sun and its planets orbit the center of the galaxy, and the galaxy itself continues its journey through the expanding universe. In this Monthly Sky Lecture, you will see speeded-up demonstrations of some of these motions and how they look from different places on the Earth.

DEADLINE NEARS FOR GOLF

Registration deadline for the Department of Transportation Golf Tournament, to be held May 23 at the Washington Golf and Country Club in Gaithersburg, has been moved up to May 19. According to the advance publicity, prizes galore will be awarded at the one-day golf extravaganza. The tournament is open to all DOT employees, men and women. For reservations, call Gilbert Butler, Ext. 60090.

GET IN SHAPE WITH FA CLUB

In order to get ready for the bikini season, the FA Club is sponsoring a SLIMNASTICS class. Women attending the class may lose weight and inches with a Professional Leader. There will be six sessions (May 30, June 1, 6, 8, 13, and 15) from 7:30 a.m. to 8 a.m. in the FOB-10A Exercise Room. The cost is only \$12. If you're interested, you must sign up no later than May 26, in the FA Club. Also being sponsored by the FA Club is a free introduction to Basic Self-Defense Techniques. Sessions will be held on May 30, June 1, 6, 8, 13, 15, 27, and 29 from Noon to 12:30 p.m. This class will be held in the FOB-10A Exercise Room. The class is limited to FA Club members only and will accommodate 12 women. Sign up now at the FA Club.



FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APA-4 JAG

21-78 May 22, 1978

EXPERIMENTAL AIRWORTHINESS CERTIFICATES MAY BE EXTENDED

In a speech delivered to members of the Experimental Aircraft Association in Washington recently, Deputy Administrator Taylor announced that the duration of airworthiness certificates issued to experimental aircraft soon may be extended. He said a Notice of Proposed Rule Making (NPRM) will be issued "before long" which will "extend airworthiness certificates for EAA planes on an indefinite basis, with an inspection annually required, just like other general aviation aircraft." Taylor went on to say that if the new rule is issued, flight inspectors will have to rely even more heavily than before on EAA's "well known trait of self-policing." He added that FAA has "been impressed with your fine efforts in this respect...."

TRANSPORTATION DEATHS UP IN '77

Although 1977 was a particularly bad statistical year for aviation safety because of the runway collision in the Canary Islands, air crashes still accounted for only a few more deaths than the total for grade crossing and bicycle accidents. According to NTSB preliminary figures for 1977, general aviation accidents resulted in 1,395 deaths and air carrier accidents for 654 of which 573 were (Continued on P.3)

AIRLINES MOVE TOWARD DABS

The airlines early this month voted to make provisions in new transponders so that they would be compatible with the agency's new Discrete Address Beacon System (DABS). The vote at the annual meeting of the Airline Electronic Engineering Committee in Minneapolis came after FAA published a draft national standard for DABS in the *Federal Register*. Designed to operate with the present Air Traffic Control Radar Beacon System, DABS will improve aircraft surveillance and, most importantly, will provide a data link communications capability which will increase safety, further improve traffic handling efficiency and generally reduce pilot/controller workloads. The first of three ground interrogators, being built by Texas Instruments, Inc., is scheduled to be delivered next week. Avionics to be used in a test of the system are currently being procured.

ATCA CONVENTION ANNOUNCED

The Air Traffic Control Association (ATCA) will hold the 23rd Annual Meeting and Technical Program this year on October 2-5 at the Kahler Green Oaks Inn, Fort Worth, Tex., The convention theme will be "Integrated ATC Development--the Next Decade."

NOAA NAMES HURRICANES

If you are a hurricane watcher or if you live on the West Coast, there may be a Paul instead of a Paula in your life this season. The National Oceanic and Atmospheric Administration (NOAA) announced last week that it will drop the practice of naming hurricanes exclusively after women. Beginning this year, Pacific storms will be named alternately for men and women. Next year, Atlantic hurricanes will be identified in the same way. The projected cast of characters for Pacific disturbances this year are: Aletta, Bud, Carlotta, Daniel, Emilia, Fico, Gilma, Hector, Iva, John, Kristy, Lane, Miriam, Norman, Olivia, Paul, Rosa, Sergio, Tara, Vicente and Willa.

DOCTOR GETS AWARD

Dr. J. Robert Dille, Chief of the Civil Aeromedical Institute (CAMI) in Oklahoma City, recently received the 1978 Aerospace Medical Association's Theodore C. Lyster Award for outstanding achievement in the general field of aerospace medicine. Dr. Dille was cited for "his significant and continuing contributions to flight safety and to the health of civilian fliers and air traffic controllers..." He has headed CAMI since 1965.

FLY-IN ON NATIONAL TV

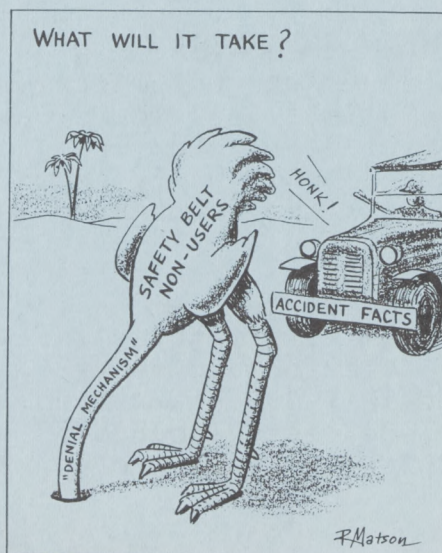
"Affair in the Air," a one-hour TV program depicting the annual 1977 Experimental Aircraft Association Fly-In at Oshkosh, Wis., will be aired on public television stations June 6 at 9 p.m. EDT. Since not all public TV stations will carry the program at that time, check local listings for day and time of broadcast in your area.

FRAUD AGAINST THE GOVERNMENT

Since the government loses millions or even billions of dollars through fraud each year, a concerted effort is being made throughout the government to detect fraud and bring those who commit it to justice. Any employee who commits a fraud is subject to both agency disciplinary action, which could include dismissal, and possible criminal prosecution. Persons found guilty of fraud may receive either jail sentences, a heavy fine, or both. Several FAA employees recently have been tried and found guilty of such fraudulent acts as claiming overtime for work not performed, making a false claim on a travel voucher or imprest fund, and submission of a false OWCP claim. Supervisors are reminded of Order 1600.38A, FAA Investigations Programs, paragraph 7, which covers reporting of criminal acts, and employees of Order 3750.3B, DOT Regulations on Employee Responsibilities and Conduct, Appendix 1.

ORDER CANCELED

Order AT 3410.1, Performance Improvement Program, is obsolete and is hereby canceled. A new order will be published in the near future.



TRANSPORTATION DEATHS (From p.1)
 in the Canary Island crash. By comparison, 1,001 persons died at grade crossing and 952 on bicycles. Overall, transportation deaths were up nearly four percent in 1977, the first significant increase in five years. As usual, highway accidents led the way with 46,880 deaths, an increase of 1,357 over the previous year. Total transportation deaths numbered 52,154 as compared with 50,288 in 1976.

A RACE WITH ICE

There was panic in the pilot's voice, but specialist Doyle D. Werner of the North Platte, Kan., Flight Service Station could not establish direct radio contact with the lost plane. So a TWA flight, closer to the meandering plane, got in the act and relayed Werner's messages. The pilot of the single engine, light plane advised that he was in and out of clouds and picking up ice. He also reported that the plane was not equipped with a transponder and that he was not trained to fly on instruments. TWA then lost radio contact with the plane, but communications were reestablished through a United flight. From there on, vectors were first relayed and then radioed directly to the plane as the ice continued to build up on windshield and wings. But with the help of the FSS instructions this time the pilot won the race and landed before the ice build-up made his plane unflyable During the month of April, 231 flight assists were reported--108 by flight service stations, 92 by towers and 31 by centers. There were a total of 457 people reported on board the aircraft involved. The primary cause for the assists included

144 lost, 30 low on fuel, 51 involved in dangerous weather and 38 with some type of equipment failure.

ICAO SEEKING APPLICANTS

The following assignment is now available with the International Civil Aviation Organization (ICAO). MONTREAL 2 years - PC-17/78 Procurement Officer, P-3, Gross: \$23,910 and Net (free of tax); \$16,978 without dependents and \$18,193 with dependents per annum. Applications due in AIA-19 by May 31, 1978. Information about salary, duties, qualifications, benefits and applications is available at your personnel office. In addition, employees may be eligible for allowances, such as: dependency allowance, assignment allowance, post adjustment, and installation grant, etc. Federal employees accepting ICAO assignments are entitled to restoration rights.

ALERT FOR DOD TEACHERS

Teachers in the DOD Overseas Dependents School System between April 14, 1966 and June 30, 1975 have until November 1, 1978, to apply for back pay entitlement under a three-year old court judgement. Write Back Pay, 2461 Eisenhower Ave., Alexandria, VA 22331. Give name under which employed, D.O.B., S.S. number, and inclusive dates of employment. If currently with the Federal Government, give the name and address of the agency. The Department of Defense will compute each teacher's entitlement and so advise the teacher.



EEO COUNSELORS WANTED

Nominees are needed for the EEO Counseling Program at headquarters. All FAA employees in the Washington headquarters area and at FAA airports can nominate fellow employees and/or can be a counselor. EEO counselors perform an important role in the informal resolution of problems involving discrimination based on race, color, religion, sex, national origin, age or physical or mental handicap. All persons who are selected will be formally trained for the part time job which will be included in the employee's official position description. Interested employees contact Barbara Hinton, ACR-3, before June 12.

IF YOU ARE LEAVING

Employees who are transferring from the FAA headquarters, retiring, going on extended leave without pay, etc., must complete a Property, Records, and Indebtedness Clearance Record (WA Form 4650-1) in accordance with Order WA 4650.1C prior to leaving. Not doing so will probably delay your final paycheck until the payroll office receives the completed form.

MID-DAY MATINEE

The impact of aviation on Alaska and Alaska's aviation impact on the rest of the United States is the theme of this week's Mid-Day Matinee, Friday, May 26, in the FAA Auditorium at 12:00 noon. Following the presentation, Mr. Patrick Abbott, director of aviation for major pipeline and North Slope operations, will field questions from the audience.

TOP BOND BUYERS CITED

At the end of the second week of the Savings Bond Drive AAD, ACS, AED, ALR and ASF are at 100% participation. Those with over 90% but less than 100% participation include ABU, AEQ and ASE. Overall the FAA Headquarters stands at 80.8%, a fine beginning. The percentage of increased allotments to date is 9.1%. At this rate we will fall short of our goal of 25.0%. It appears a little more effort is needed in this area.

Winning Hand.

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

FAA INTERCOM HEADQUARTERS

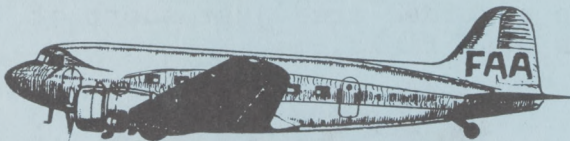
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APP-4

22
78-23 May 30, 1978

AND THEN THERE WERE FOUR

FAA's fleet of DC-3 flight inspection aircraft soon will be reduced from seven to four--two in Anchorage and two in Oklahoma City. But first, there will be an agency version of musical chairs designed to retire the high time DC-3s and keep the "newer" ones. Here's the scenario: N-35 has been flown from Oklahoma City to Anchorage to replace N-41, which has a total of 21,175 hours and has flown its last flight. Another Anchorage-based DC-3 will remain where it is and be used for both flight inspection and logistics missions. Meanwhile, N-34, the last DC-3 assigned to the



Los Angeles Flight Inspection Field Office, will soon head for Oklahoma City to replace the retiring N-31. It will be used there with its sister ship, N-33, for flight inspection and training missions. Finally, the Atlantic City FIFD's DC-3, N-21, is also headed for early retirement and that will bring the total down to four, which will be kept at least through 1979. At one time, the agency had 65 DC-3s in its fleet.

FIRST EARTS DELIVERED TO ANCHORAGE CENTER

The first of four En route Automated Radar Terminal Systems (EARTS) was delivered to the Anchorage center last week. EARTS is essentially the ARTS III, specially modified by UNIVAC--the original manufacturer--for use in certain en route facilities. Previously, ARTS III has been used operationally only in airport towers. Installation of the system at Anchorage is expected to take four to six weeks. Following that, a 60-day "System On Site Test" is scheduled. System shake-down and integration will take another four to six months before the new ATC augmentation is ready for commissioning. The automated equipment generates alphanumeric tags--letters and numbers--that follow the radar "blip" or target on the controller's scope. The three other systems are slated to be delivered to: Honolulu, July 1; Nellis AFB, Las Vegas, August 1; and San Juan, PR, October 1.

91 GET FIELD JOBS

To date, 91 jobs have been filled through the Field Placement Program (FPP) which has been in operation for two months now. In all, 742 vacancies have been advertised in headquarters and NAFEC and (See page 2)

FAA/PATCO CONTRACT PUBLISHED

Copies of the 1978 PATCO/FAA agreement are being distributed this week to all employees in the bargaining unit at ATC facilities throughout the system. The booklet includes all 75 articles contained in the three-year agreement signed last December 15.



BOND TESTIFIES ON NOISE BILL

The DOT supports legislation that would assist the airlines in financing the modification or replacement of noisier aircraft in their fleet but "strongly opposes" any plan that would tie such aid to a rollback in compliance dates for meeting Federal noise standards, Administrator Bond told the Congress last week. At issue is a Senate bill proposing a seven-year rollback for aircraft with the JT8D engine, such as the DC-9 and the Boeing 727 and 737, to meet the FAR Part 36 noise criteria. Now, half must be in compliance by the 1981 date and all by 1983. Bond said the proposed Senate bill, which would establish a \$20 billion loan guarantee program for the purchase of new airline equipment, "appears to be based on the premise that retrofit of two- and three-engine jets provides inadequate noise reduction." Expressing the department's disagreement with this approach, Bond noted that a modified JT8D airplane is significantly quieter than an unmodified one, especially on approach. For example, he said, a stretched Boeing 727-200 treated with sound-absorbing materials operates at levels up to seven decibels quieter on approach than the untreated 727-200.

EMPTY TANKS CAUSED CRASH

Fuel exhaustion--just old fashion being out of gas--was the probable cause, according to the National Transportation Safety Board (NTSB), for the recent crash that killed members of the Lynyrd Skynyrd rock music band. In all, two crewmembers and four passengers died when the leased aircraft plunged into a wooded area near Gillsburg, Miss., October 20, 1977. The probable cause according to NTSB was: "The flight crew's inattention to the fuel supply which resulted in fuel exhaustion and total loss of power from both engines. Contributing to the fuel exhaustion were inadequate flight planning and an engine malfunction. . . ." The Board also noted that the lease covering the ill-fated flight did not conform to Federal regulations. It omitted a critical clause which would have fixed responsibility for maintenance and flight planning. The plane was en route from Greenville, S.C. to Baton Rouge, La., was in contact with the Houston en route center and was attempting to make an emergency landing at McComb, Miss., when it crashed in a wooded area just short of an open field.



91 FIELD JOBS (From page 1)

1,245 applications have been provided to selecting officials for the 336 vacancies on which there were bidders. Sixty-two percent of the applications referred are HQ employees and thirty-eight percent are NAFEC employees. An up-to-date selection list is posted each week on the FPP bulletin boards.

REGS UPDATED

The agency has adopted 22 amendments to its regulations on air carrier operations to update training and proficiency requirements for flight crews, flight attendants and ground personnel. Among them are amendments that will:

- Strengthen emergency training procedures by requiring each crew-member to actually operate emergency exits, fire extinguishers, oxygen bottles and other emergency equipment during training.
- Require the use of operationally oriented training programs and simulators to meet pilot training and proficiency requirements.
- Require recurrent training for employees who handle hazardous materials.

At the same time, the agency adopted 66 miscellaneous amendments, ranging from one specifying the number and type of management personnel required for air travel clubs to one requiring a person who makes a parachute jump at night to carry a light that is visible for three miles.

WEATHER TELECAST TO RETURN

The agency has agreed to provide partial funding of a daily TV series which would offer flight planning information for general aviation pilots. The new program, to be called A.M. Weather, will fill a gap created when another public service program, Aviation Weather, was dropped in 1976 for lack of funds. The new 15-minute programs, produced in cooperation with the National Weather Service, would be transmitted to public TV stations each weekday at 6:45 a.m. and would give pilots useful weather information compiled by the NWS. The daily telecasts, which could start in October, would be produced for the nation's 261 public

television stations by the Maryland Center for Public Broadcasting. FAA has agreed to fund half of the production, with the remaining fifty percent to be raised by the Maryland Center from private aviation sources.

CUT VACATION MONEY WORRIES

One way to get ready for your vacation is to sign up for P.D.Q. (Pay Deposited Quicker). Even if you're on the other side of the world on payday, your money will be deposited automatically to your account. This means you'll be able to write checks against money you're making while on vacation.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). Salary: P-4, Gross: \$29,940 and Net (free of tax); \$20,209 without dependents and \$21,756 with dependents per annum. Duration - 2 years. PC-18/78 Technical Officer, Aerodromes and Ground Aids, Bangkok. PC-19/78 Technical Officer, Aerodromes and Grounds Aids, Mexico. PC-20/78 Technical Officer, OPS, Dakar. Applications due in AIA-19 7/14/78. Information about duties, salary, qualifications, benefits and applications is available from your personnel office. In addition, employees may be eligible for allowances, such as post adjustment, dependency allowance, assignment allowance and installation grant, etc. Federal employees accepting ICAO assignments are entitled to restoration rights. Further information concerning ICAO assignments can be found in Agency Order 3330.6B, Chapter 7.

FOR CANS ONLY

The trash containers recently placed in the halls of FOB-10A are for aluminum cans only. The containers are part of the National Black Veterans Organization's (NBVO) aluminum can recycling program. The containers will be in the FAA building for a six-month demonstration project which will provide the agency an effective method of complying with EPA regulations governing beverage container disposal. FOB-10A is one of three buildings in which the demonstrations are taking place. The others are the Pentagon and Region 3 GSA Building. The success of the program depends on the cooperation of individual employees. NBVO is a nonprofit organization whose purpose is to provide jobs for unemployed veterans.

COUNSELORS AVAILABLE

For employees who feel they may have been victims of discriminatory acts, here is a list of active counselors at FAA Headquarters. A counselor must be contacted within 30 calendar days of the alleged discriminatory act.

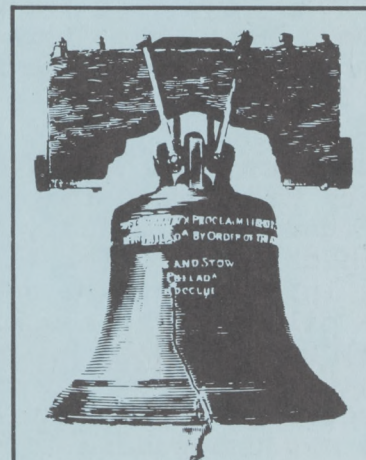
- Bob Barton, AFS-824, 426-8196
- John Brown, AAA-410, 426-8154
- Lillian Dickerson, ABU-300, 426-3394
- Barbara Gordon, ATF-4, 426-3326
- Lonnie Gordon, ALG-237, 426-9345
- John Isemann, AMA-132, 557-2054
- Ruby Jones, AFS-84, 426-8256
- Richard Layne, ABU-500,
- Kenneth Lopez, ASE-200, 426-8743
- Rod Marriott, ALG-240, 426-8246
- Ardie Mercer, AMA-225, 471-5930
- Donald Pace, AMA-111, 420-2464
- Walter Smith, AMA-215, 471-5248
- Sherman Tynes, ARD-223, 426-0986
- Joseph Wynne, AMA-124, 577-2656

AWARDS AND REWARDS

The following employees at Washington National Airport received Quality Performance awards: Benedict D. Castellano, Jon E. Harris, John R. Lederer, David W. Murdock and Gary M. Bowman. Special Achievement awards were also presented to Patrick C. Hawes, Howard T. Simmons, Richard P. Raymond and Claire E. Nolan.

BRIEFING ON CIVIL SERVICE REFORM ACT

Are you interested in knowing more about the provisions of the Civil Service Reform Act which is now being considered by Congress? If so, mark your calendar for June 5 at 10 a.m. Mr. Robert Smith, Director of the OST Office of Personnel and Training, will conduct the briefing in the FAA Auditorium. All interested employees are invited to attend.



LIBERTY BELL

**Declare
financial
independence.**

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

FOR INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APA 4

78-23 June 5, 1978

RUNWAY CONSTRUCTION STARTS IN VIRGIN ISLANDS

Work on the new runway at the Harry S. Truman Airport on St. Thomas in the Virgin Islands is slated to start next month. Initial construction or site preparation for a new 7,000 by 150-foot runway, overrun area and taxiways includes a mammoth ocean-fill project and the leveling of a hill. This part of the job, which does not include paving, lighting or terminal construction, will cost \$38.8 million and take about two and a half years. According to the Office of Airports Programs, most of this work will be paid for by one of the largest grants ever awarded under the Airport Development Aid Program (ADAP). Earth from the small but precipitous Cabritaberg Hill--on which the airport control tower is currently located--will be used to fill an offshore area and provide space for the new runway to be built parallel to the existing 4,658-foot main landing strip. In spite of the major work to be accomplished in a confined area, the airport is expected to remain operational throughout the construction period, which is scheduled to last until 1983. The need for the modernized, longer runway has been tragically underscored during the past decade. In that period, there have been three major airline accidents, including two with fatalities.

CSC REFORM GOES TO HILL

President Carter's recently proposed Civil Service Reform Act (INTERCOM 78-11, March 13, 1978) has been sent to the Hill for Congressional action. Principal proposals of the President's plan include recommendations relating to within-grade pay raises for employees in grades GS-13 through GS-15. The proposal would replace today's virtually automatic "step" increases for employees in those pay grades with "incentive" pay raises, which would be based on job performance. Also the President's recommendations would make it easier to remove inefficient workers. Other major suggestions in the plan include: termination of hiring and retention privileges for able-bodied World War II and Korean veterans; and creation of a new Senior Executive Service of employees in grades GS-16 and above. In addition to the Reform Act, the President has submitted to Congress Reorganization Plan No. 2 which proposes to dismantle the Civil Service Commission and replace it with an Office of Personnel Management and an independent Merit Systems Protection Board.

FLEXITIME MAYBE

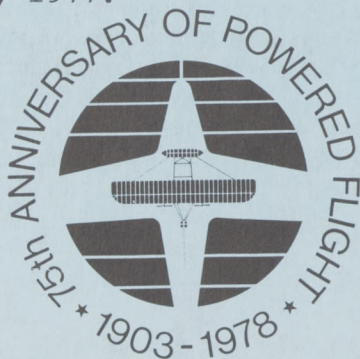
The so-called "Flexitime Bill," setting up a three-year experiment, which allows Federal employees to decide--within certain limits--what hours they will work each day, passed the House by a five-to-one margin last week. It will now go to the Senate. The basic ground rules for the experiment are:

- Employee participation will be voluntary and an agency will maintain the right to restrict or even eliminate the program if it is disruptive to operations.
- Each employee would have to put in 80 hours each two-week period and would have to work during a "core" period each day so that a full staff would be assured in peak periods.
- Within these limitations, employees could adjust their office hours according to their own lifestyles.

The bill specifies that where public employees are covered by unions, the flexitime would be subject to the same collective bargaining conditions as other job factors.

TRAINING CATALOGUE REVISED

Because of an apparent misunderstanding in the field, the Office of Personnel and Training has emphasized that FAA Order 3010.6E, FAA Catalog of Training Courses, dated March 1, 1975, has been superseded by the revised FAA Catalog of Training Courses dated May 2, 1977.



MIAMI AIRPORT OKed

The Department of Interior ruled last week that construction of a new training runway for airline crews in Northwest Dade County, Fla., will not adversely affect the already endangered Everglades Kite. The "Kite" is a grayish, hawk-like bird which stands up to 18' tall and has a wing span of almost four feet. Because the bird is protected by the Endangered Species Act, work on the projected runway was held up pending a decision by the Fish and Wildlife Service. Now that the decision has been made, FAA will go ahead with an Environmental Impact Statement. When this is finally accepted, legislation to fund land acquisition and construction of the jetport could be proposed to Congress.



2nd CAREER MEANS TRAINING HERE

If you're going to college on the Second Career Training Program, plan to attend a school in the "Good old U.S. of A." FAA's denial of a controller's request to go to an agricultural college in Ireland has been upheld by an arbitrator in a grievance action. The arbitrator accepted the agency's position that training in a foreign country would be nearly impossible to monitor and that such overseas training was not contemplated by Congress when it passed PL 92-297.

EEO AWARD NOMINATIONS SOUGHT

The Office of Civil Rights is actively seeking nominations for the Annual Administrator's EEO Awards which, this year, will highlight the Federal Women's Program. The awards for Superior Achievement are scheduled to be presented at Women's Day celebrations on August 25. The Civil Rights Office recommends that the regions and centers hold concurrent ceremonies for persons receiving regional or center recognition for EEO achievements. All employees are eligible to submit nominations, through channels, and ACR notes that significant EEO activity engaged in outside of the agency also may qualify a person for an award. Names and justifications for Washington nominees are due in ACR by June 30. Address questions to the Federal Women's Program Coordinator, ACR-3, (202) 426-3785.

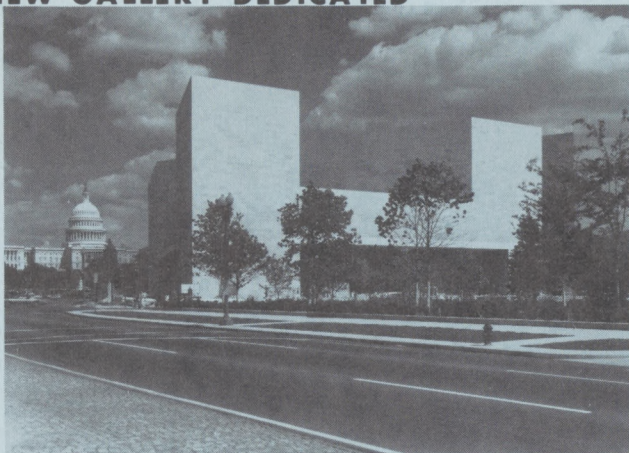
ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO).
 MONTREAL 2 years - PC-21/78
 Language Officer (Reviser), P-4,
 Gross: \$29,940 and Net (free of tax): \$20,209 without dependents and \$21,756 with dependents.
 LANGUAGE REQUIREMENTS: A complete command of Russian as the native tongue or the language used for the purpose of education, with a thorough knowledge of syntax and stylistics. A working knowledge of French or Spanish would be a valuable additional qualification. PC-22/78
 Language Officer (Translator), P-3, Gross: \$23,910 and Net (free of tax): \$16,978 without dependents and \$18,193 with dependents.
 LANGUAGE REQUIREMENT: A complete command of Spanish as the native tongue, or the language used for the purpose of education, with a

thorough knowledge of its syntax and stylistics. A working knowledge of French or Russian would be a valuable additional qualification. - Applications due in AIA-19 by June 27, 1978. Information about duties, salary, qualifications, benefits and applications is available from your personnel office. In addition, employees may be eligible for allowances, such as, dependency allowance, post adjustment, an installation grant, etc. Federal employees accepting ICAO assignments are entitled to restoration rights. Further information concerning ICAO assignments can be found in Agency Order 3330.6B, Chapter 7.

A WORD FROM THE PAST

Thomas J. Creswell, Director of the Aeronautical Center, will have some interesting reading when the time capsule in the lobby of the Center's headquarters building in Oklahoma City is opened on June 21. Besides photos and newspaper stories, a letter to the "Current Director" is contained in the box, which was sealed 20 years ago at the time of the building's dedication. It will be opened during a special ceremony, and Creswell will read the message written to him in 1958. At that time, the building was the first permanent facility at the then embryonic training and logistic center. Since that time, the center has grown, and there are now 18 major structures including the 15-acre depot, air traffic control and airway facilities training buildings, flight inspection building, Civil Aero Medical Institute and so on. A total of 15,000-plus agency employees--more than one quarter of the entire work force--are trained here annually.

NEW GALLERY DEDICATED

"East Building" dedicated last week. Last week the new "East Building" of the National Gallery of Art--right across the Mall from FOB-10A--was dedicated. An important addition to Washington's architectural collection, the building, which houses a select assortment of art objects, has been characterized as controversial but is, happily, receiving more kudos than criticism. But for some D.C. devotees, the dedication has an even greater significance. It marks the first time in history (at least recent history) that the national mall--the greensward stretching from the Lincoln Memorial to the Capitol--has been free of construction or temporary buildings. During its existence this parkland at the very heart of our nation has been a depository for temporary parking lots and buildings (FAA was once headquartered in one of them) and ditches for highways, tunnels for subway trains, fast food tents, solar homes and any number of other structures. But now--for once --the mall is just for people. So one of these early summer days take time out and enjoy.

WPC MEMBERSHIP OPEN

FAA Headquarters employees are invited to apply for membership on the delegate body, the policy-making tier, of the Women's Program Committee during the month of June. The WPC is a subcommittee of the FAA Civil Rights Board and works to further the EEO, development, and promotion opportunities of all FAA Headquarters employees with special emphasis on the needs of women. For further information about the WPC and about the application procedures, contact Nancy Lambert, x68785, or Lillie Morant, x63040, WPC Co-Vice Chairpersons.

OPERATION CLEANUP--JUNE 8

D-Day (Disposal Day) has come and gone, but a survey of FAA space holdings indicates a need for an additional purging of accumulated paper, obsolete files, materials, and surplus equipment. Thus, June 8 has been designated as a second Disposal Day. Trash and surplus materials to be disposed of should be placed in the main corridors where it will be picked up. Another area of concern is the haphazard taping of signs and notices to doors and corridor walls. Please note that professionally prepared door signs are available through the OST Building Management Office (Rm. 114). All improperly posted signs and notices will be removed during regular inspection trips beginning June 19, 1978. Pitching-in for Operation Cleanup will provide an efficient use of office space, as well as give a better looking and safer working environment. Let's all pitch in and pitch out!



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F99 INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APA-4

78-24 June 12, 1978

NEW PHONE SERVICE SET

An expanded telephone system called "New Dimensions" will go into service at the Seattle FSS this month. The system will provide automatic services to pilots calling from Touch-Tone telephones. It will also sequence calls in the order they are received and will route calls from regular phones to a briefer. Pilots using Touch-Tone phones will be able to get direct access to an automatic system for several services. They will be able to get weather briefings for any one of seven different routes radiating out of Seattle and contact with a "fast file" recorder to file a flight plan and/or speak with a live weather briefer. The seven routes fanning out of Seattle are intended for traffic to various destinations such as, for instance, Los Angeles or Minneapolis. To select the weather sequence for a particular route, the pilot pushes a two-digit code number on the telephone. With the cooperation of the local telephone company, letters and wallet-sized cards are being sent to pilots, telling them how to use the system.



WOMAN SELECTED FOR SECTOR MANAGEMENT

An electronics engineer who was promoted to GS-14 and came to Washington headquarters from the Western Region only a year ago, is the first woman to be tapped for a top managerial position in an AF sector. Betty Jones of the En Route Automation Branch, AAF, will be returning to the West Coast as Assistant Sector Manager at the Seattle Center on Aug. 28 after a two weeks stint at the Management Training School in Lawton, Okla. Jones said that ever since grade school she has been encouraged to go into something different, so after graduating from Florida A & M as a mathematics major she went to work for Lockheed instead of pursuing a teaching career. She joined the agency about six years ago and worked as a System Performance Specialist at the Oakland Center before moving to the regional office.

TOP AIRMEN PICKED

Winners of the 1977 Flight Instructor of the Year and Mechanic of the Year awards were selected last week by judges from the agency, aviation associations and industry. Howard Libersky, Fort Pierce, Fla., is the Mechanic of the Year, and (See page 3.)

SHIP DETECTION SYSTEM ALMOST SET

A detection system to determine if any large ships are maneuvering in the channel off the end of active runways is scheduled to go into operation this week in Boston Harbor. The two-camera system is located on a dock about a half mile from the threshold of runway Four Right. It will be used to check the area for arrivals on that runway and departures on runway 22 Left. The pictures from the remote cameras are relayed by microwaves to the tower where they are displayed on T.V. screens. In this way controllers can determine if the ships in the vicinity have masts high enough--over 85 feet tall--to cause a problem. A tug's mast, for instance, is only about 60 feet high and therefore no problem. But a freighter's or even a large sailboat's mast could be over 85 feet and be a potential danger.

NASM SEEKS DIRECTOR

The National Air and Space Museum (NASM) is seeking a "distinguished scholar in the history of aeronautics and space flight" to fill the post of director of NASM. The position was recently vacated when Michael Collins was named Under Secretary of the Smithsonian Institution. A search committee is currently looking for a candidate with a proven record in one of the fields represented in the museum--namely, aeronautics, astronautics, air and space history or aviation science and technology. The candidate must also have a successful record of administrative accomplishments in an academic or museum community and familiarity with the special opportunities and problems of museums.

JUNE 'FAA WORLD' READY

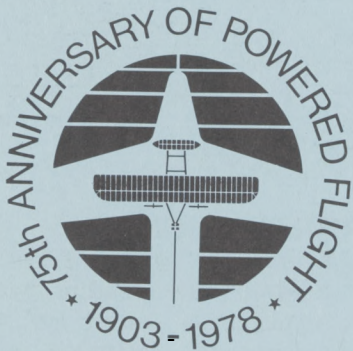
You may not have heard very much about it recently, but the Aviation Safety Reporting System is doing very nicely, thank you. The June issue explains how the system works, now that it's in the hands of NASA, and how participation has increased seven-fold . . . We retell the story of one of history's great flights --the transpacific trek of the Southern Cross 50 years ago this month and repeated this month by pilot Charles Kingsford-Smith's son and namesake . . . Margaret Boylan, chief of the Administrative Staff in Headquarters, remembers that the WASPS could fly anything, because she was there, and she recounts the history of this unique women's group . . . There's also the results of a survey on reader reaction to FAA WORLD, a story on self-defense with Kung Fu, on a pilot-examiner standardization course and Faces and Places, Direct Line, Heads Up, Small World and Word Search.

THIS IS CONFIDENTIAL

It's about time again for all employees who have submitted a Confidential Statement of Employment and Financial Interests (Form DOT F 3700.1) to submit their annual updates. The supplemental statements are due by July 31. Additional information on these statements can be found in paragraphs 6, 7, and 8 of FAA Order 3750.3B. These paragraphs also contain information about the yearly requirement for supervisors to remind their subordinates about the standards of conduct which employees are expected to observe.

AIRMEN (From page 1)

Obie S. Young, Pascagoula, Miss., is the top flight instructor. Libersky, who owns Libersky Aero in Fort Pierce, developed ramp equipment for testing alternators and generators and for testing fuel flow systems in order to give safety service to planes just stopping for fuel. Young, who is director of training for Gulf Coast Aircraft Sales, developed a slide presentation to train students for initial cross-country work. Using his slides of chart excerpts, checkpoints and airports as seen from the air, instructors can better explain basic navigation to the student, saving time and money. Young also used the same technique for an instrument training program. Both winners will receive cash and merchandise awards from industry at a ceremony in Washington June 28.

**A VERY BIG BIRD**

If the "Everglades Kite" were really 18 feet tall, as inadvertently reported in last week's INTERCOM, maybe it wouldn't be an endangered species. In fact the hawk-like bird we were referring to--the one that will not be further endangered by the new airport planned for Northwest Dade County, Fla.--is only 18 inches tall. The bird's vital statistics were given last week as 18' instead of 18".

STAT HANDBOOK UPDATED

A new edition of the annual FAA Statistical Handbook of Aviation is just off the press. This latest compendium of statistical information contains data on major civil aviation activities for the period ending Dec. 31, 1976. Included are statistics on aviators, aircraft, airports and aviation activity as well as aircraft accidents and aeronautical production and exports. If you want to know how many IFR aircraft were handled by enroute centers (24 million), the number of aircraft in the U.S. air carrier fleet (2,492), the number of women air transport pilots (160) in 1976 or practically any other aviation statistic, the handbook is the place to find the answer.

NEW EEO ORDER IN FIELD

A totally rewritten and simplified proposed order, Equal Opportunity in FAA Employment, was distributed to the field last week. Although sent to Office and Service heads and regional and center directors, all employees, especially those involved in EEO programs, are invited to comment on the order. Drafted by a task force of headquarters and regional EEO specialists, the order reflects changes which update FAA's program and procedures for promoting and achieving equality of opportunity for all employees in an all aspects of FAA employment. Comments on the new order must be submitted to the Office of Civil Rights in Washington by June 30.



HEAVY HITTERS

While the Washington Bullets have been getting most of the headlines in their successful battle for the world basketball championship, the women's softball team at FAA headquarters has quietly chalked up a record of five wins and no losses in their District of Columbia Recreational League. And the wins have been decisive--18 to 0, 15-6, 36 to 2, 21 to 5, and one forfeiture.



The members of the team are Lori Collins, AFS-130; Barbara Burkhard, ACS-10; Pat Schauer, AVP-200; Brenda Payne, AVP-110; Glenna Guido, AFS-50; Teresa Safko, AFS-710; Pamela Kruzic, AVA-110; Helen Camper, FA Club; Mamie Gerald, AAP-1; Judy Marvaso, ACS-2; Sharan Sharp, ACS-1; and Patty Ellcessor, ALG-320. The coach is Kathy Ladika, AFS-810. A member of the team said its success was the result of "speed, power and form."

CSC REFORM EXPLAINED

A video tape on the Civil Service Reform Act will be shown for interested FAA headquarters employees at noon on June 15 and June 22. The 21 minute tape features Secretary Adams and two of his top staff in an informal discussion of key features of the Reform Act. The tape will be shown on June 15 in conference rooms 6BC and June 22 in 5AB.

NEW FORMS FOR ART WORK

June 5, 1978, new graphic forms were put in use by OST. Form No. DOT F 1710.2 is a five-part carbonless form. All five copies are to be submitted through AMS-130 for approval. OST also now required five copies of Form No. DOT F 1700.5, "Request for Photographic Service." This new requirement will enable OST to return one copy to the originator indicating job number and work details. Graphics forms are currently available in Rooms 607 and 221 and will soon be available in the GSA store.

MID-DAY MATINEE

"The EAA Story - A New Day Is Dawning" will be shown in the FAA Auditorium on June 14. The 25-minute film tells the story of the Experimental Aircraft Association, how it was formed, how it has developed, and its current activities and programs. Show times for the film are at 11:30 and 12:30.

BOND DRIVE A SUCCESS

The FAA headquarters achieved its goal and increased bond participation to 85%. Of those who were buying bonds at the beginning of the drive, 16.6% increased their bond allotments (in relation to a goal of 25.0%). Eleven offices--AAA, AAD, ACR, ACS, AED, AEQ, ALR, APA, APD, ASF and ATF met or exceeded both goals. Only one of the twenty nine reporting offices did not meet either goal. David J. Sheftel, Bond Chairman this year, thanks all of those hard working FAAers who helped make this another successful drive and a special thanks to those astute investors who "TOOK STOCK IN AMERICA."

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

DATA
6/27 *APA-4*

78-25 June 19, 1978

FIELD PLACEMENT GROWS

In a little over two months 136 jobs in the regions and at the Aero Center have been filled through the Field Placement Program. The jobs were filled by 39 NAFEC employees and 97 employees from headquarters. In all, over 1,300 applications have been received for positions advertised through this program. As of June 5, 1978, all regional and Aeronautical Center vacancies at grades GS-11 and below, and vacancies at grades GS-14 and below requiring general aviation inspection knowledge, skills, and experience will no longer be advertised. This is due to the diminishing number of potential headquarters and NAFEC applicants at those grade levels and in those skill areas.

VIEWS SOUGHT FOR ADAP

Agency and OST officials will visit the Midwest June 18-21 to get the views of the aviation community--including FAA field personnel--on what should be included in proposed legislation affecting the future of the Airport Development Aid Program, which expires Sept. 30, 1980, and other programs financed by the Airport and Airway Trust Fund. The new legislation will replace statutes currently authorizing these programs. Similar field (See page 3)

FINANCIAL ARRANGEMENTS SET FOR NAFEC BUILDING

The way has been cleared for work to begin on a 500,000 sq. ft. building complex at NAFEC, following completion of arrangements last week for financing the \$50 million project. The administrative and technical complex, scheduled for completion in 1980, is being built by the Atlantic County Improvement Authority for lease to the FAA for the next 20 years at an annual rate of \$5.2 million. Following the signing of the agreement in New York, a ceremony was held at NAFEC to mark completion of the financial arrangements. Among those participating in the ceremony was Associate Administrator for Engineering and Development, J.W. Cochran, who said the new facilities will enable the FAA "to better conduct the engineering, development and testing necessary to maintain the preeminence of U.S. civil aviation around the world." The new complex will replace 36 obsolete World War II buildings currently in use at NAFEC. It will house a variety of engineering, testing and simulation labs, more than \$100 million worth of computer equipment, and administrative offices. Designs for the new complex will begin immediately with construction expected to start by September 15.

DOWNGRADES FORESTALLED

The Civil Service Commission recently ruled that any involuntary demotions in FAA, other than those resulting from a reduction in force may be delayed through Dec. 31, 1979. The action came as a result of a letter from Secretary Adams to the CSC in which the Secretary cited the agency's large size and the attendant complexity of restructuring grades. He said FAA is "attempting to make necessary grade and organizational changes and, at the same time, to reduce staffing without having to run a reduction in force." The Secretary also noted that FAA's organization is currently being reviewed by a management consulting firm, which, he said, "may ultimately result in a substantial reorganization of the entire agency." In allowing the request, the commission stipulated that specific placement and classification corrective-action plans and timetables be submitted within 90 days.

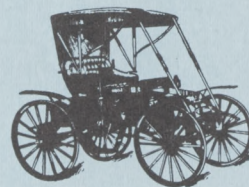
CONCORDE NOT DIRTY

An analysis of air-quality measurements at Washington's Dulles International Airport, released with May's monthly Concorde noise report from New York's JFK, showed that Concorde operations had an unmeasurable impact on overall air quality at that airport. During the month at JFK, citizen complaints concerning Concorde operations increased, even though noise levels were about the same as in previous months. A total of 397 complaints about the 130 Concorde operations were received during May, compared to 277 during the previous month. Departure sound levels averaged 95.2 EPNdB at Howard Beach and 98.3 EPNdB at Belle Harbor. Approach noise levels averaged 101.1 EPNdB at Cedarhurst.

SCREENING SET FOR CHARTERS

The agency has adopted a regulation requiring airlines to screen passengers on charter flights. The action was taken as a precautionary measure because of an increase in the terrorist threat and recent action by the Civil Aeronautics Board (CAB). The board action, which eliminated the requirement that only affinity groups can qualify for reduced charter fares, removes much of the protection from hijacking enjoyed by charter flights in the past, when everyone in the group knew each other and a stranger would be easily spotted. Also considered was the increase in the terrorist threat--31 hijacking attempts worldwide in 1977 compared to 15 in 1976--and the fact that terrorists, looking for easier targets than those presented by the scheduled airlines, might attempt to hijack charter flights. The new regulation will go into effect on July 25.

G.I. CARS --SELF SERVICE GAS



Drivers of Government cars are reminded by the Logistics Service that there is a continuing need to conserve energy and control spiraling costs. So, remember, when you're driving a G.I. vehicle and you're buying gas from a commercial outlet, use the self-service gasoline pumps in order to save the Government up to seven cents per gallon.

E&D CONFERENCE REPORT COMING

The agency has published a report summarizing the results of its recent two-day meeting on "New Engineering and Development Initiatives/Policy and Technology Choices." The conference was the beginning of a major new effort to involve the aviation community in decisions concerning the future development of the airport and airways system. At the meeting, FAA announced the establishment of five specialized topic groups to analyze critical issues of policy and operational philosophy. The areas being examined are: Productivity and Automation, Airport Capacity, Freedom of Airspace, Safety and Flight Control, and Zero-and-Low Capital Policies to Improve Efficiency. Copies of the report will be available from ASP-10, FAA, Washington, D.C. 20591 in a week or two.

VIEWS (From page 1)

visits will be conducted in the Southwest during the week of June 26 and in the West during the week of July 10. Issues on which the views of people in aviation-oriented professions will be sought include:

- Estimates of future airport and airway systems needs;
- The appropriate roles of local, state and federal governments and airport sponsors in planning, capital development and operations and maintenance.
- Financing and delivery of systems which could support the level of estimated needs;
- Opinions on FAA-developed alternatives and options;
- Recommendations on particular legislative provisions, such as program requirements, administration and eligible items.

HEADQUARTERS

UPWARD MOBILITY PROGRAM

Monday, June 12, marked the opening date for receipt of applications for the Upward Mobility Program register. Flyers and announcements are currently being circulated throughout headquarters alerting all interested employees, GS-4 through GS-8 and WG equivalent, to begin filing their SF-171's and supervisory evaluation with the Training and Career Development Branch, APT-130, Room 515A. The closing date for applications will be July 7. Although a date for actually filling the next group of jobs has not been established, applicants will be evaluated during July and August for the 20 to 25 openings on the UPMO register. A significant change has been made in the process of placing selectees into Upward Mobility positions. In past years the program was limited to the number of positions available at the end of the selection procedure. In the future, each time the program is opened for receipt of applications a register of 20-25 best qualified candidates will be established. Those candidates on the register who are not initially selected for the program will be considered for positions as they become available throughout the life of the register. Each eligible candidate is required to participate in an Assessment Center which is constructed to gauge the candidate's ability to perform in an upward mobility position. For further info, call Lisa Spencer or Verna Berry, APT-130, x63320.

BOND OKs MODIFICATIONS

The Administrator on June 7, 1978, approved certain modifications to the personnel restrictions which are in effect for positions located in Headquarters. Effective immediately;

- Internal reassignments not subject to competitive procedures may be made. Reassignments to supervisory positions must be temporary;
- Noncompetitive promotions may be made up to and including the full performance level;
- Temporary promotions may be made to those positions occupied by qualified employees who are already performing the higher level work, or to those positions for which reassignment candidates are not available.

Determinations as to full performance levels, competitive requirements and the appropriateness of individual actions will be made by APT-100.

LEARNING NEW GAMES

Games Mother Never Taught You will be the next book to be explored in the ongoing series of lunch hour reviews of important literature concerning women in management, currently being sponsored by the Federal Woman's Program of the Office of Civil Rights.

Speaker and discussion leader for the noon meeting in Room 8 AB on June 27 will be Kathleen Gorman, Chief Analysis Branch, Office of International Aviation Affairs. The book by Betty Lehan Harragan examines office politics, an area, the author says, in which women have traditionally been weak. In cooperation with the book review program, the DOT library has published a reading list of relevant books and articles available in the library.

PAINTINGS TO BE SHOWN

"The meeting of art and flight" is the theme of paintings by Lorraine Chambers McCarty being exhibited in the first floor Public Information Center June 21 through 26. McCarty is a noted Michigan aviation artist who has been extensively cited for her work. She began her flying over 16 years ago and has competed in six races like the Powder Puff Derby. Her love for aviation and painting blend together to create a painting that is both sensuous and mechanically correct.

WOMEN SUPPORT EQUAL RIGHTS

The June 21, noon meeting of Federally Employed Women (FEW) in Room 10330, Nassif Building, will feature the President of D.C. Chapter of National Organization for Women (NOW), Georgia Canellos, speaking about how Federal employees can support the Equal Rights Amendment without Hatch Act problems. Also at the meeting, new officers of Southwest D.C. FEW will be installed. On June 22, FEW will join NOW in a day of lobbying Congress for ERA and in the national women's march on July 9.

BASEBALL TEAM STILL UNDEFEATED

The FAA's Women's softball team made it six in a row last week when they beat the National Football Players Association team 10 to 6. A spokesperson for the team said the margin would have been higher if it hadn't been for the fact that the team was missing four of its regular players and that the game was cut short by the officials because it was running long and two other teams were waiting to use the field.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APA-4

DAK

78-26 June 26, 1978

AIRPORT PROGRAM A SUCCESS

The agency has given an overall satisfactory rating to a special demonstration program in which four states administered Federal grants for development of general aviation airports. However, the FAA report to Congress noted that the demonstration program was too short in duration and too limited in scope for a full test of state capabilities to administer Federal airport grants. (See page 2.)

PILOT POPULATION GROWS

The number of active pilots in the U.S. climbed to a record 783,932 in 1977, a five percent increase over the 744,246 total for the previous year. Student and private pilots accounted for most of the increase, with the former going from 188,801 to 203,510 and the latter from 309,005 to 327,424. Women in aviation also recorded gains with the number of active pilots increasing from 41,643 to 47,294. Gains also were registered among the "non-pilot" airmen population (mechanics, parachute riggers, controllers, etc.). The 1977 year-end total was 348,584 as compared with 334,681 on the last day of 1976. You'll find these and other pertinent facts in the "1977 U.S. Civil Airmen Statistics" prepared by the Office of Management Systems' Information and Statistics Division.

FAA AERONAUTICAL CENTER NAMED FOR MIKE MONRONEY

The FAA Aeronautical Center in Oklahoma City has a new name. It became the Mike Monroney Aeronautical Center last week when President Carter signed Public Law 95-296 which officially made the change. A gala ceremony to mark the event will be held at the center, probably this September. Mike Monroney, who represented Oklahoma in both houses of the U.S. Congress for 30 years, was chairman of the Senate Aviation Subcommittee from 1955 until his retirement in 1969. He was a major author of some landmark aviation legislation, such as acts establishing the FAA and the present airport aid program. He also is credited with bringing the Aeronautical Center to Oklahoma City in the first place. Monroney has been honored many times over the years for his work in aviation, and in 1961 he was the recipient of the Wright Brothers Memorial Trophy for his "continuous emphasis on air safety." The Aeronautical Center is the agency's biggest facilities, employing about 4,000 people. In addition to training air traffic controllers and airway facilities technicians, all aircraft and airmen's records are kept there. The center also houses a major supply depot for FAA and is the center for aeromedical research and flight inspection.

AIRPORT (from page 1)

Therefore, it recommends that the program be extended through fiscal year 1980. The four states involved were: Arizona, Michigan, Pennsylvania and South Dakota. Of the \$5.8 million they received in Airport Development Aid Program (ADAP) funds, they granted \$3.4 million for development projects at 11 general-aviation airports. The remainder of the funds were carried over to FY 1978.



LOCKHEED U-2

DEATH 'NEEDLESS'

Even the U-2 pilot who survived being shot down by the Russians could not fly without fuel. The National Transportation Safety Board reports that "running out of fuel needlessly" caused the deaths of U-2 Pilot Francis Gary Powers and a cameraman in a helicopter crash near Santa Barbara, Calif., last year. The two men were filming a brush fire for a Los Angeles television station at the time. The safety board said that Powers, a veteran of more than 7,000 flying hours, used all but about five ounces of fuel in his helicopter before it crashed. The NTSB report added, "There are few temptations in flying--as in driving an automobile--which are more difficult to resist than the urge to keep going despite worsening weather or a diminishing fuel supply."

'SAFER' COMMITTEE

The agency will form a special committee of government and industry experts to seek ways to reduce the fatality rate in post-crash fires. The panel, to be known as the Special Aviation Fire and Explosion Reduction (SAFER) Advisory Committee, will consider all aspects of post-crash fires, including the problems of smoke given off by burning fuel and the toxic fumes emitted by burning cabin-interior materials. The group will recommend corrective measures to the Administrator. Persons who want to be considered for membership on the committee should submit written applications outlining their expertise on the subject and identifying the organization, if any, that they would represent. Applications should be sent to AFS-100, FAA, Washington, D.C. 20591 by August 7.

TRANSFAIR ON AT NAFEC

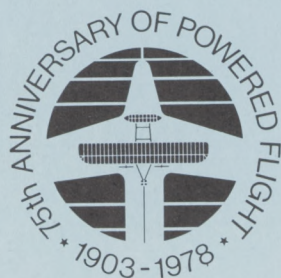
Air Force Thunderbirds, wing walkers and at least 50 industrial exhibits will be featured at Transfair '78 to be held at NAFEC August 16-20. This is the second year in a row NAFEC will host the event, which is sponsored by New



Jersey Transportation Exposition, Inc., a non-profit organization. Last year over 150,000 people attended the five-day show. This year, ATC officials expect up to 400 visiting planes to use the FAA-owned field during the show.

... AND FOUND AGAIN

The pilot was lost and had no radio contact with the ground. But a jet pilot flying in the area intercepted the distress calls and told the disoriented pilot to switch to the emergency frequency, 122.5. He did and "very weak communications" were established between the plane and the Charleston, W.Va., Flight Service Station. By that time the pilot was having trouble holding a heading in marginal visibility with snow, but he did report that he was over a river. With this information, Specialist Boyce R. Wade was able to establish the plane's position. After that, Wade set up a rendezvous between the wandering, single-engine plane and a state police helicopter. But even then, the specialist's job was not done. He had to keep up a constant conversation with the anxious pilot whose mounting alarm became apparent in his voice. Finally, one hour and 13 minutes after the initial contact, the plane landed safely at Kanawha County (Charleston) Airport with only two gallons of fuel remaining During the month of May 1978, 280 flight assists were reported--113 by flight service stations, 109 by towers and 58 by centers. There were 400 people reported on board the aircraft involved. The primary causes for the assists included 173 lost pilots, 26 low on fuel, 44 in threatening weather and 58 with some type of equipment malfunction.

**A FUTURE FOR MICROCOMPUTERS**

A recently released agency report, The Impact of Microcomputers on Aviation: A Technology Forecast and Assessment Study, predicts dramatic increases in speed and sharp declines in size, weight, power requirements and cost of both airborne and ground-based aviation computer systems during the rest of the century. The study, which a team of University of Michigan experts prepared for the Office of Aviation Policy, predicts developments in computers and associated devices, such as sensors, converters and displays. The report also describes a number of likely effects of micro-technology, including: a significant reduction in the space required for air traffic control computers; the possible return of increased responsibility for air traffic control to the pilot; the manufacture of aircraft by automated machines; automated monitoring and control of aircraft systems in flight to achieve the highest operating efficiency; as well as the recording of aircraft operating performance during flight for maintenance readout on landing. Copies of the two-volume report may be obtained from the Office of Aviation Policy.

STAY AWAY FROM FIRES

A special warning was issued by the Northwest Region last week to all pilots flying near forest fires during the coming summer. Extra caution is being urged because of reduced visibility due to smoke and the likelihood of hazardous congestion of fire-fighting and rescue helicopters as well as fire-spotting planes and heavily loaded aerial tankers.

STILL UNDEFEATED

The FAA Women softball team extended their undefeated record to seven games last week when they sneaked by the IGP nine in a cliff hanger played at Lincoln Memorial Field. The FAAers were trailing in the ninth, but they scored two runs to clinch an 11 to 10 victory.

**BOWLING BY THE OCEAN**

The results of the First Annual FAA Handicap Championships hosted by FAA Headquarters at Verona Lanes in Atlantic City on June 2 and 3 were as follows:

Men's Team:

- * Rudy's Road Runners-Hdqts.-2965
- * Dutch's Touch of Class-Hdqts. 2944
- * Joe's Pokie Okies-Hdqts. 2930.

Men's Doubles:

- * J. Baier & W. Newcomb-Hdqts.-1284
- * P. King & C. Richardson-Hdqts.-1266
- * R. Gordon & J. Freeman-Hdqts.-1239.

Men's Singles:

- * J. Cappozzuca-AEA-690
- * W. Stephens-Hdqts.-687
- * W. Newcomb-Hdqts.-662.

Women's Team:

- * Pleasantville 5-NAFEC-2707
- * Kip's Road Runners-Hdqts.-2593
- * Pat's Left-Overs-Hdqts.-2592.

Women's Doubles:

- * J. Barther & W. Holiday-Hdqts.-1165
- * S. Rogers & W. Evans-NAFEC-1111
- * J. Hetsko & R. Coyle-Hdqts.-1087.

Women's Singles:

- * R. Coyle-Hdqts.-606
- * J. Hetsko-Hdqts.-579
- * B. Tyson-Hdqts.-578.

**NAME THE STARS**

"Follow the arc to Arcturus; speed on to Spica," is not an instruction from the navigator's manual on Star Trek. It is, however, a useful phrase for the observer who wishes to recall the locations and the names of the stars Arcturus (in Bootes) and Spica (in Virgo). The Air and Space Museum Monthly Sky Lecture, July 1, 9 a.m. in the Einstein Spacearium discusses the colorful names of stars and constellations, their origins, and some of the myths and legends associated with them. Learn simple means of finding stars and constellations, too. Afterwards, not only will you be able to pronounce "Zubeneschamali" and "Zubenelgenubi," you'll also be able to locate them on balmy summer nights.

HOW TO GET TRAINING

The Women's Program Committee, with the cooperation of the Career Development Branch, APT-130, will hold a training seminar, entitled "It's Up To You," at noon, June 30 in Rooms 5 ABC on applying for all types of training both within the agency and outside. Training samples and handout information will be available.