

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

78-27 July 3, 1978

G.A. ACCIDENTS RISE

A sharp increase in the number of both fatal and non-fatal general aviation accidents during the first five months of 1978 has prompted an agency-wide review of the safety problems of personal and business flying. In a memo to all Regional Directors, FAA Deputy Administrator Taylor said "These accidents are a reminder to all of us that there can be no holidays where aviation safety is concerned." He then added: "The solution to the problem does not lie with any one segment of the FAA, but is the responsibility of the entire agency. I ask all Regional Directors to review their particular accident problem and bring to bear whatever resources are necessary to reverse this rising accident trend." In the first five months of 1978, there were 1,758 general aviation accidents compared with 1,631 during the same period in 1977. Of these, 313 were fatal accidents, an increase of 20 percent over the 259 recorded in January-May 1977. Fatalities also were up with 610 for the five month period as opposed to 514 last year.

LONG-TERM TRAINING SELECTIONS ANNOUNCED

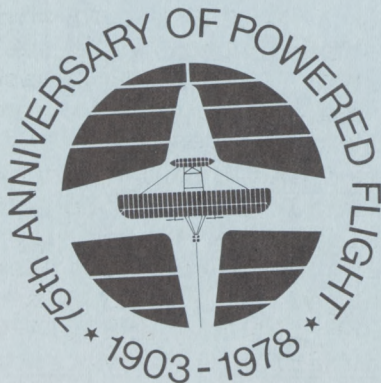
Fourteen FAA employees will attend colleges and universities in the 1978-1979 academic year in connection with the agency's long-term training program. The list includes nine regional selections, three from Washington Headquarters and one each from NAFEC and the Aeronautical Center. James Childers (AAF/EDP) was picked for the Maxwell Mid-career Program at Syracuse University, and Jon Ryberg (ASW) for the Air War College at Maxwell AFB, Alabama. Those selected to attend the Air Transportation Systems Specialists Program at the University of California at Berkely, are Marcos Costilla, Jr. (ASO), (See page 3)

NEWS BRIEFS

Despite extensive runway and taxiway construction, O'Hare controllers handled 2,416 operations on June 22. That was the highest total since May 23, 1968, when the all-time record of 2,468 was established. . . . By a vote of 55 yeas and 15 nays, the Senate last week passed the FY '79 DOT appropriations bill. Since the House already has adopted its own version, the matter now goes to a joint committee to resolve differences. . . . NASA has issued the fifth quarterly report on the aviation safety reporting system it runs (See page 3)

SST NOISE RULES ISSUED; CONCORDE GETS GREEN LIGHT

The agency last week issued noise regulations for civil supersonic transports but exempted the 16 Concorde's that already are flying or in the production cycle. Although these Concorde's will not have to meet specific noise limits, they will be subject to operating limitations, such as a ban on nighttime flights, designed to lessen their impact on airport communities. Regarding future-design SSTs, FAA will require them to meet the 1969 FAR Part 36 noise standards applicable to subsonic aircraft. Even more stringent standards may apply if the state of the art permits. In announcing the action, Transportation Secretary Brock Adams emphasized that the ultimate decision as to whether Concorde service is initiated at local airports remains with local airport officials. "Airport proprietors continue to have the local option right to limit or ban aircraft operations at their airports through reasonable, non-discriminatory rules," he said. The Concorde began trial service to Washington's Dulles Airport in May 1976 and New York's Kennedy Airport in November 1977. Secretary Adams said there is no evidence that these flights pose "a threat to our public health and safety."



FAA/BLIND MEET ON CANES

Deputy Administrator Quentin Taylor concluded a 2½-hour meeting with the representatives of nine blind groups last week by promising a concerted agency effort to resolve the controversy over the stowage of canes on airliners. Some blind groups have indicated dissatisfaction with FAA rules for carry-on baggage which require sightless persons to give their canes to the flight attendants for safe storage. The canes are considered a potential hazard because they could act as projectiles during a turbulence encounter or an accident, as well as block exits or puncture escape chutes during evacuation. Taylor suggested collapsible or folding canes as one possible solution and said the agency's Civil Aero-medical Institute would pursue studies in the area.

SORRY ABOUT THAT, CHIEF!

The plan was to remove the inflatable radome from the Dulles Airport tower, replace it with a rigid radome from Andrews AFB and then bring in a new "pagoda" dome for Andrews. An Army helicopter was brought in to effect the transfer from Andrews to Dulles but something happened once the load was airborne--nobody's quite sure what. The 16-year old radome just sort of "disintegrated" and ended up in a heap on the Andrews runway. So a new inflatable radome was flown in from Oklahoma City and at last report was "holding air" just fine at Dulles.

TRAINING (From page 1)

Richard Cullerton (ARM), Rodney Guisnard (ANA), Terence Jackson (AGL), Edward Moy (AWE), Robert Strong, Jr. (AWE), and George Terrell (AWE). Participants in the Education for Public Management (EPM) Program and the graduate schools they will be attending are Sandra Allen (ASO), University of Virginia; William Sacrey (AFS), University of Southern California; William Traylor (AAC), University of Washington; Elizabeth Walker (AMS), University of Virginia; and Robert Yatzeck (ARM), Princeton University. All GS-11 FAA employees and above meeting specific requirements are eligible for these programs, which consist of an academic year of graduate studies at prestigious educational institutions. The participants receive full salary and special per diem rates. Upon completion of the program, they are reassigned to the agency in positions which contribute to their career development, usually by providing unique opportunity for functional and geographic diversity. The selection process for the next group of participants (1979-80), which includes Regional/Headquarters review, interview with the Long-Term Training Committee, and approval by the Administrator, begins with the distribution of the Long-Term Training Announcement Notice in July 1978. Publication of the Notice will be announced in the Intercom. Employees seeking further information should contact the Training Branch in their jurisdiction. They also may want to check the December 1976 FAA World for an article on the subject.

NEWS BRIEFS (From page 1)

for the agency. NASA says controllers submitted 47 percent of the 1,391 reports for the three-month period. See the June FAA World article on this program. . . . FAA will hold a public meeting December 4-8 in Washington to discuss an overhaul of the FAR Part 77 "obstruction evaluation" standards. The contact point for information is AAT-240 on (202) 426-8777. . . . Hot off the press is the new FAA film catalog listing more than 65 color movies that can be borrowed or purchased. Included are some new flicks on mountain, overwater and winter flying containing some invaluable operating and safety tips. Contact APA-100 on (202) 426-3894 for copies.

TIME CAPSULE OPENED

A 20-year old letter was delivered to Thomas Creswell, Director of the Mike Monroney Aeronautical Center last month. But don't blame the Postal Service. The letter had been sealed up with other memorabilia in a time capsule at the Aero Center in 1958 with instructions for opening this year. Creswell read the letter from the local Chamber of Commerce and noted that its predictions about the growth of the FAA facility had proved to be quite conservative, i.e., the physical plant would double, the staff triple and students increase five fold. What actually has happened at the Center Creswell said, is that the number of buildings has increased from three to more than 50, employment from 1,500 to 4,000 and students from 400 to 1,600 or 1,700 per day. A new time capsule with a letter from Creswell to his successor in the Year 2000 replaced the one that had been removed.

HAPPY MOTORING

If your assigned GSA vehicle sputters and dies on a busy freeway 15 miles from nowhere, you may have no one but yourself to blame. Keeping that car in tip-top running order--and that means making sure it gets regular maintenance checks--is in your own best interest as well as the Government's. Check your vehicle for the packet containing the manual and the work orders for periodic maintenance service. If there is none, contact the motor pool manager. When service is due, take the vehicle to one of the following service facilities in the order of preference listed:

- nearest interagency motor pool;
- service facility under GSA contract listed in packet;
- service facility designated by the motor pool;
- dealer authorized by the vehicle manufacturer, or;
- nearest commercial service facility.

If periodic maintenance service is performed outside the motor pool, forward the work order and the vendor's invoice to the appropriate motor pool as soon as the service is completed. Your GSA vehicle will thank you for it.



FLYING SAUCERS COMING

The National Air and Space Museum will hold the second annual Smithsonian Frisbee Festival Sunday, September 3, on the grounds of the Washington Monument. This advance warning gives headquarters personnel two full months to get their Frisbee flinging arms in shape.

MORE FLYING OBJECTS

In somewhat the same vein as above, the Air and Space Museum people have opened a new "Flying for Fun" Gallery. Featured are boomerangs, Frisbees and other plastic flying discs, kites, hang gliders, sailplanes and model airplanes along with exhibits on hot-air ballooning, skydiving and aircraft restoration. Among the kites on display is one donated by the Chinese 100 years ago and a three-foot test model used by Samuel Pierpont Langley. Unfortunately, they weren't able to get their hands on the Ben Franklin model.

MORE EARLY WARNING

GSA is cutting off our hot water temporarily at the end of August while repairs to the Central Heating Plant are underway. This means there will be no steam for the cafeteria and nothing but cold water in the rest rooms. The exact dates of the outage are from 2 p.m. Friday, August 23 to 4 p.m. Monday, September 4. We were planning to take leave anyway.

FAA INTERCOM

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DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

78-28 July 10, 1978

ALL IN THE FAMILY

She took her first solo flight at Craig Field in Jacksonville, Fla. on June 29 and her instructor at the Craig Flight School described her as "an above average student, soloing in approximately 10 hours." Her name is Enriqueta Bond and, yes, you've guessed it, she is related to FAA Administrator Bond. In fact, she's his wife. After her first solo in a Cessna 152, Mrs. Bond visited the Craig tower and asked the tower chief, John T. Atkinson, and controllers Dan D. Dorton and William T. Sedgwick to witness the signing of her pilot certificate by her instructor. The following day she had to undergo an even tougher test--a "flight check" by her husband who reportedly passed her with flying colors. But, then, what else could a husband do?

CYROCKI RETIRING

Great Lakes Regional Director John Cyrocki is retiring effective August 29. A veteran of 20 years with FAA and CAB, he was appointed to the top job in Chicago in September 1973 after two years as Director of the Central Region. During the Korean Conflict, he flew B-29s and later was a test pilot in private industry. Cyrocki says his future plans are not firm.

EFAS NOW NATIONWIDE; WALLA WALLA CLOSES LOOP

The En route Flight Advisory Service (EFAS) was commissioned last week at the Walla Walla (Wash.) FSS, completing the national network of 44 such facilities. Commissioning of EFAS at Walla Walla was held up pending extensive renovation of the FSS. EFAS--or "Flight Watch," as it's more commonly known--is a special weather service to en route pilots flying at 5,000 feet or above. By tuning into 122.0 MHz simplex, they can get current, complete and accurate information about weather along their planned route of flight. The service is provided by FSS specialists trained in meteorology and certified by the National Weather Service.

NEWS BRIEFS

House and Senate conferees have agreed on a compromise DOT appropriations bill described as very similar to the Administration's original request. The matter is expected to go to the floor of both houses after the Congress returns on July 10. . . . Dr. Clyde Snow, an expert in forensic anthropology at the agency's Civil Aeromedical Institute, is working on a special assignment for the House Assassinations Committee. However, Dr. Snow says he (See page 3)

HOME FOR THE HOLIDAYS

The weekend preceding the Fourth of July proved to be the busiest one in commercial aviation history. More than three million persons boarded airliners from coast to coast. As a result, a number of FAA air traffic control facilities registered new all-time or yearly traffic peaks on Friday, June 30, when travel was heaviest. For example, the control tower at Dallas-Ft. Worth handled a record high of 1,333 operations, and the TRACON followed suit with 1,850. 1978 peak-day records were hung up at Kennedy (1,198 operations), Pittsburgh (1,224) and Denver (1,601). Chicago O'Hare and the Chicago Center, meanwhile, handled near record totals of 2,352 and 7,013, respectively.

ONE MORE TIME

1978 DOT Savings Bond Campaign has been extended through July 14 to give everyone who hasn't signed up for bonds a second chance. FAA's participation rate this year was only 70.2 percent. That's the lowest in the past 11 years. So do yourself a favor. Sign up for bonds. It's the painless way to save.

FAA RETIREES SOUGHT

A major aerospace concern has a contract to provide ATC systems for a new airport in Saudi Arabia and needs 7 to 10 retired FAA engineers. The skill areas sought are airports, ATC operations, systems planning radar, nav aids and data processing and display. The pay is \$400-\$500 per week with various bonuses and allowances. Call (213) 640-1228 collect or write Pritchard, Arnett & Gabriel, 999 N. Sepulveda, El Segundo, Calif. 90245.

PUBLIC MEETINGS SET

Travel facilities for the handicapped, long-range navigation systems and the agency's future engineering and development plans will be discussed this summer at a series of meetings sponsored by FAA or the Office of the Secretary.

- July 26 - DOT will hold a public hearing in its Washington headquarters on proposed regulations designed to make airports and other transportation facilities fully accessible to the handicapped. Many of the suggested changes would take effect in three years. The contact is DOT's Office of Environment and Safety on (202) 426-4357.
- August 2-3 - NAFEC has invited major U.S. and foreign international airlines to a two-day meeting in Philadelphia on the Omega navigation system. Also attending will be ARINC, avionics manufacturers, the U.S. Coast Guard and others interested in qualifying Omega as a reliable global navigation system for aircraft. The project office is ANA-330 on (609) 641-8200, Ext. 3920.
- Sept. 6-7 - FAA will report on the progress of its effort to define "New Engineering and Development Initiatives--Policy and Technology Choices" in a two-day meeting in the agency's Washington headquarters. A previous meeting on this subject was held in March with subsequent follow-on sessions of the five specialized topic groups. AEM-3 is the contact point on (202) 426-3065.

ICAO SEEKING APPLICANTS

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

PARIS 2 years - PC-23/78 ICAO Representative, P=0/P=5. P=0 =
Gross: \$43,890 and Net (free of tax): \$26,931 without dependents and \$29,245 with dependents.
P-5 - Gross: \$38,190 and Net (free of tax): \$24,298 without dependents and \$26,299 with dependents. LANGUAGE REQUIREMENT: Command of English and French essential, and a working knowledge of Spanish or Russian desirable. Applications due in AIA-19 by August 18.

MONTREAL 2 years = PC-29/78 Technical Officer, Personnel Licensing and Training, P-4, Gross: \$29,940 and Net (free of tax): \$20,209 without dependents and \$21,756 with dependents. PC-25/78 Statistical Officer, P-3, Gross: \$23,910 and Net (free of tax): \$16,978 without dependents and \$18,193 with dependents. PC-24/78 Language Officer Translator, P-2, Gross: \$19,040 and Net (free of tax): \$14,149 without dependents and \$15,096 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 qualification. Applications due in AIA-19 by August 24. Contact your personnel office for additional information. Also, see Agency Order 3330.6B, Chapter 7.

NEWS BRIEFS

(From page 1)

cannot discuss the project because of a "non-disclosure agreement" with the committee. . . . The man who headed the FBI's manhunt for skyjacker-extortionist D. B. Cooper says "It's my personal opinion that the man is dead." Joseph O'Connell, who retires from the FBI this month, believes "Cooper" met his death parachuting from a B-727 into the rugged terrain of the Pacific Northwest. The 1971 Cooper caper remains the FBI's only unsolved major skyjacking. . . . Some 4,000 Civil Air Patrol cadets will be out in force this month and next surveying general aviation activity for FAA at 300 airports around the country. Purpose of the survey is to update and expand data from similar surveys taken by CAP cadets for FAA in 1972 and 1973. Results of the current effort will be available in mid-1979. . . . The agency has extended for one year the special Federal Aviation Regulations permitting commuters and air taxis to operate large aircraft with 30 or less seats without a flight data recorder, cockpit voice recorder or ground proximity warning system. FAA presently is in the process of overhauling the commuter/air taxi rules (FAR Part 135) and believes these carriers should not be subject to additional requirements until the project is completed and new standards are published. . . . NAFEC celebrated its 20th birthday last month. The Atlantic City test facility officially came into being on June 27, 1958, when the old Airways Modernization Board took over what had been a Naval Air Station. It's not too late to send a card. . . .

SAFETY IS NO ACCIDENT

The Washington branch of the University of Southern California is offering three courses this summer of particular interest to FAA's safety professionals. PRINCIPLES OF SYSTEM SAFETY MANAGEMENT and STATISTICAL METHODS FOR SAFETY both will meet in the Forrestal Building from 5:30 to 8:30 p.m. on Mondays and Wednesdays between July 31 and September 13. HUMAN FACTORS IN ACCIDENT CAUSATION will convene on Tuesdays and Thursdays same place, same time, same term. Registration is by mail and applications can be obtained by calling 521-5025. Tell them Intercom sent you.

FAA'S ROOTS

With the 20th anniversary of the Federal Aviation Act of 1958 only a month away, the headquarters library is featuring a display of the FAA history project. Two of the projected four volumes in this series already have been published-- "Bonfires to Beacons" and "Takeoff at Mid-Century." The two remaining volumes are "Turbulence Aloft," which covers the 1938-1953 period, and "Safe, Separated and Soaring," a recounting of the years from 1961 to 1972. The history project is being directed by FAA Historian Nick Komons who also authored "Bonfires to Beacons."

HELPING HANDS

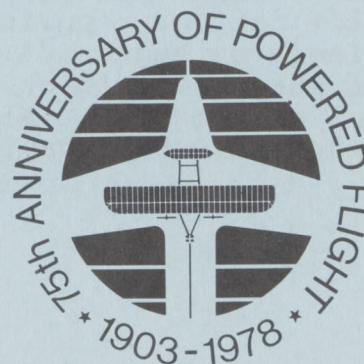
The Civil Service Commission says Federal civil and military employees in the U.S. kicked in \$79.5 million in the last Combined Federal Campaign. That's an 11.6 percent increase over the funds pledged in the previous campaign.

SETTING THE RECORD STRAIGHT

Anyone who has been in Washington for any length of time knows that estimating crowds is an art form all its own. A case in point was last Wednesday's demonstration by the National Federation of the Blind in front of the FAA headquarters building. The news media reported that more than 1,000 persons participated in the demonstration against FAA rules pertaining to the use of canes on airliners. But Public Affairs body counters came up with a much smaller figure. They noted that the demonstrators arrived and departed in four school buses and three commercial buses. On that basis they estimated the crowd was between 350 and 400. Small matter but. . . .

NEXT STOP: ALASKA

The regional Intercom published in Anchorage, Alaska, recently announced that copies of the "Washington Metro Riders Guide" and "All About Metro" were available in the regional library. That's left those of us here in Washington Headquarters a bit puzzled. We didn't know there was a Metro stop in Anchorage. We're still waiting for the Yellow line to open.



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DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

78-29 July 17, 1978

ADA 400

CONGRESS AXES SECOND CAREER

The House and Senate Conference Report on the DOT appropriations bill has killed the second career program in Fiscal Year 1979. Funds were deleted and new entrants to the program are banned, but controllers already in it will continue training. The axe fell at a time when House and Senate conferees were sharply critical of air traffic controllers for engaging in illegal "slowdown" tactics at some facilities. Hundreds of members of Congress, their constituents and lobbyists were delayed and missed appointments as a result of the actions of a small number of controllers. Particularly affected were travellers at Washington and New York. FAA has received nearly a hundred Congressional complaints. Typical of these is this statement by a Congressman from the Northeast, "In addition to disrupting the lives and schedules of those who rely on the airplane for transportation, the slowdown causes a considerable waste of aviation fuel and poses potential safety problems as more planes are kept within a limited airspace." The move by the Conference Committee came on the heels of a report by the General Accounting Office which recommended discontinuance of the second career program. The GAO found that fewer than seven percent of the controllers entering (See page 3)

FAA OPPOSES JET BAN AT SANTA MONICA AIRPORT

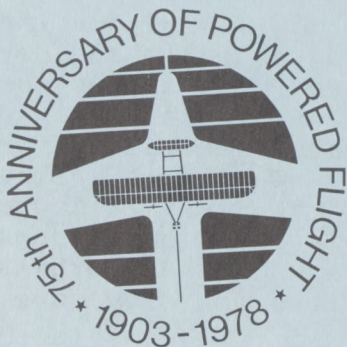
Acting in FAA's behalf, the Justice Department has filed a "friend-of-the-court" brief in the Santa Monica, Calif., airport case opposing city ordinances banning jet flights and imposing other restrictions on the use of the municipally-owned airport. The brief called the jet ban discriminatory because it ignores the fact that some newer jets actually are quieter than many propeller-driven aircraft. It contends that such discrimination violates the Equal Protection Clause of the 14th Amendment. The brief also took issue with other ordinances which it said are aimed at controlling the operation of aircraft in flight in violation of the Federal Government's authority in this area. FAA reaffirmed the authority of airport proprietors to institute noise control measures but said they must be reviewed on a case-by-case basis to ensure that they do not unreasonably restrain interstate commerce. The brief was filed in a Federal District Court in California in a suit brought by the Santa Monica Airport Association against the city government.

BIDS ASKED ON FSS SYSTEMS

Modernization of the flight service station network took a giant step forward at the end of June when FAA issued a request for proposals (RFP) for the design verification and ultimate production of the flight service automation system (FSAS). The FSAS will provide automation in at least 43 of the busiest (Level III) FSSs, enabling specialists at these facilities to retrieve and handle weather data and flight plan information automatically. The FSAS computers will be centrally located at the agency's en route centers with computer terminals and Cathode-ray tube (CRT) displays at each FSS in the loop. Plans call for implementation of FSAS in three stages. Model 1 involves installation of the basic automation equipment linking the stations with FSAS computers for the exchange of data. Model 2 will provide FSS personnel with displays of weather charts and weather radar data and establish pilot self-briefing terminals. Model 3, which will be developed under a separate contract, includes a computer-generated voice response system for automatic weather briefings. The RFP bids are due by September 28.

HARD NEWS ON HARDWARE

An en route automated radar terminal system (EARTS) has been delivered to the Honolulu air route traffic control center. Honolulu is the second of three centers outside the contiguous U.S. to receive this equipment. Anchorage received one in May and San Juan will get its in the fall. . . . Deliveries of the automated radar terminal systems (ARTS II) designed for towers with low-medium traffic counts resumed in mid-July. Among the operational facilities scheduled to receive the equipment in the next several months are Toledo, Pensacola, Greensboro (N.C.), Fort Wayne, Anchorage and Fairbanks. A total of 74 ARTS II systems are on order. Deliveries will run into 1980. . . . New "pagoda"-style rigid radomes for airport surface detection equipment (ASDE-2) were installed this month at the Atlanta airport and Andrews AFB, outside Washington, D.C. All 12 ASDE sites, except Dulles, are slated to have the new radomes by the end of September. . . . Site preparation for the Low Level Wind Shear Alert System (LLWAS) has been completed at Boston's Logan Airport and the equipment is scheduled to be delivered this week. Logan is the seventh airport to receive LLWAS which is undergoing test and evaluation. . . . FAA has contracted with Texas Instruments for two more advanced airport surveillance radars (ASR-8). Addition of these units will bring the total number of ASR-8s in the system to 57. Exact installation sites will be announced at a later date.



FRIENDS IN NEED

Can a person fly an airplane after suffering a stroke? The pilot of a Cessna 150 in California recently answered that question in the affirmative but he needed a lot of help to pull it off. The "Good Samaritans," in this case, were controllers at the Orange County Airport and the pilot of another light airplane who volunteered his services. They spent more than 40 minutes talking the ill pilot down and all the time he was reporting blackouts, blurred vision, headaches, nausea, disorientation and a numbness in his left side. Still, with the help of his new-found friends, he managed a safe landing at the El Toro Marine Base where an ambulance was waiting to rush him to the hospital. The Orange County controllers credited with this "save" are Larry Viselli, Terrence Ruddy, Milton Hampton and Fred Johnson. During June, 326 flight assists were reported by FAA facilities--144 by towers, 126 by FSSs and 56 by en route centers. A total of 700 people were on the aircraft involved. The principal problems were 178 lost pilots, 36 aircraft low on fuel, 45 weather-related incidents and 57 cases of equipment malfunction.

BELANGER TO RETIRE

Raymond G. Belanger, Director of the Air Traffic Service since 1973, will retire at the end of July. Belanger began his Federal career in 1946 as an air traffic controller at the Chicago Center and worked his way up through the ranks holding such jobs as Chief of the Chicago Center, head of the headquarters Evaluation Staff and Deputy Director of the Air Traffic Service.

ICAO JOBS OPEN

The International Civil Aviation Organization is seeking applicants for the following assignments: MONTREAL 2 years - PC-26/78 Language Officer (Interpreter/Translator), P-3, Gross: \$23,910 and Net (free of tax): \$16,978 without dependents and \$18,193 with dependents. PC-27/78 Language Officer (Interpreter/Translator), P-4, Gross: \$29,940 and Net (free of tax): \$20,209 without dependents and \$21,756 with dependents. PC-28/78 Language Officer - Reviser (2 posts), P-4, Gross: \$29,940 and Net (free of tax): \$20,209 without dependents and \$21,756 with dependents. LANGUAGE REQUIREMENT (PC-26, 27 and 28): 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 sound working knowledge of French or Spanish would be a valuable additional qualification. Applications due in AIA-19 by August 24. Check your personnel office and Agency Order 3330.6B (Chapter 7) for additional information. Check your personnel office and Agency Order 3330.6B (Chapter 7) for additional information.

CONGRESS

(From page 1)
the program attained the careers for which they trained and noted that the cost of training those who did averaged \$370,000 per controller. The report concluded: "In our opinion, the health and ages of controllers and their preferences for the long-term income security and training benefits available from other Federal programs provide formidable obstacles to increasing the program's effectiveness. The program should be discontinued."

OVERLAY AT DCA

Washington National Airport's main runway (18/36) is getting a face lift beginning this week. The work includes the replacement of worn pavement, milling of the entire runway surface, overlaying the runway with two inches of asphaltic concrete and grooving of the new surface. The project will have minimal impact on airline operations, however, since the work will be done between 10:30 p.m. and 7 a.m. when no commercial flights are scheduled. The contractor has 120 days to complete the project.

LET YOUR FINGERS DO THE TALKING

If you are a flight instructor who can "speak" in sign language-- or if you know one who can--the Office of Aviation Medicine would like to hear from you. The Maryland State School for the Deaf wants to get some of its older students into flying, and one of the fixed-base operators in the state wants to help. The only problem is that the FBO can't find any flight instructors who can speak American Sign Language-- or Amslan, as they say in the trade. So, if you or any of your acquaintances are in that select company and want to pick up some extra change in your free time, please call Dr. Robert E. Yanowitch, AAM-120, at 426-3427.



SOFTBALLERS IN CRUCIAL TEST

Tied for the league lead, the FAA Club's women's softball team plays its last game of the regular season Tuesday, July 18. Team members are hoping for a big FAA turnout to root them to victory. Game time is 6 p.m. at Field No. 15, 23rd and Constitution Avenue.

NOT FOR WOMEN ONLY

The Federal Women's Program is sponsoring the third book review in a series on "Bringing FAA Women Into Management." The subject of the July 27 meeting is Enterprising Women by Caroline Bird. FAA's Nell Vetter will serve as the reviewer in Room 5A-B at 12 noon.

GOOD, HOOD, WOOD ET AL

The Office of Accounting and Audit has presented a Quality Increase Award to William A. Wagner and a group Special Achievement Cash Award to Ronald L. Wilson, Jr., Mary Good, Lee A. Mowery, Juanita E. Stewart, William E. Hood, Gloria J. Cleveland, Alice I. Wood, Elsie N. Hauge, Deborah O. Wray, Evelyn T. Ryles, Francis A. Rugg, Angeline E. Ross, Maurice R. Yarborough and Ralph Noble. . . . The Logistics Service has presented a Special Achievement Award to Susanne R. Jenkins and a Quality Within-Grade Increase to James F. Igoe and Abe Tennebaum.

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DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APAY

78-30 July 24, 1978

GEARING UP FOR THE 767

The Northwest Region is gearing up for a big job as a result of the recent announcement by United Air Lines that it will buy 30 of the new twin-engine, wide-body 767 aircraft that the Boeing Company now has on the drawing boards. Boeing has indicated that preliminary work on the certification of the new aircraft will begin in the fall. And the region estimates that before the process is completed, 20 FAAers will be working full time on the project, putting in a total of 25,000 to 30,000 man-hours. It is expected to be an even more demanding job than certification of the Boeing 747, which took 20,000 man hours, because of the advanced technology that will be (See page 2)

STANTON TO RETIRE

Western Region Director Robert H. Stanton is on extended sick leave and does not expect to return to duty. He has announced his intention to retire when his sick leave runs out. Stanton has held the top job in Los Angeles since January 1975. Prior to that, he spent 1½ years as Director of the Eastern Region. An aeronautical engineer, he has had 32 years service with FAA.

SLOWDOWN BRINGS COURT ACTION; PATCO FINED \$100,000

A Federal District Court in New York has levied a \$100,000 judgment against the Professional Air Traffic Controllers Organization (PATCO) for illegal "slowdown" activities on May 25 and 26 and June 6 and 7. Judge Thomas C. Platt of the U.S. District Court for the Eastern District of New York ruled that PATCO had violated the provisions of a permanent injunction obtained by the Air Transport Association of America (ATA) in 1970 enjoining the controllers' union from engaging in strikes, slowdowns or other job actions. He ordered PATCO to pay ATA a total of \$100,000--i.e., \$25,000 for each daily violation of the 1970 injunction. PATCO previously had stipulated to the payments in an agreement with ATA if the 1970 injunction were found to be still in effect. The possibility of further action against PATCO by the Department of Justice also exists. FAA representatives last week conferred with Department of Justice officials regarding potential sanctions. In his opinion, Judge Platt noted that federal workers are prohibited by law from engaging in strikes, and each employee (See page 3)

MLS PLAN UPDATED

FAA has published an updated "National Plan for Development of the Microwave Landing System," outlining the activities required to complete the prototype phase of this program. The update of the original 1971 national plan reflects the action of ICAO earlier this year in selecting the U.S./Australian time reference scanning beam MLS as the standard approach and landing guidance system of the future. The plan calls for completion of the prototype development and testing phase by the end of 1982. Still to be developed are the so-called "expanded" MLS system for large hub airports and the various tactical systems for military use. Another immediate program task is the preparation of "Standards and Recommended Practices" for ICAO. Plans for an orderly transition from system development to system implementation also are discussed as are various implementation strategies. Copies of the plan will be available from ARD-700 in two to three weeks.

A KEY POINT

Unauthorized duplication of government keys is a definite no-no. DOT regulations state that no keys should be duplicated without proper authorization. Check it out if you don't believe us: DOT regulations 49 CFR Section 99.735-17(a) and Section 37, Appendix 2, Order 3750.4, Conduct and Discipline Handbook. Better yet, take our word for it.

BOEING 767^r (From page 1)

incorporated in the 767. The 767 beat out the A-300 Airbus for the \$1.2 billion order, thus maintaining this country's position as the world's leading manufacturer of commercial aircraft.

BIG APPLE GETS ARTS IIIA

The latest version of the Automated Radar Terminal System, known as ARTS IIIA, was delivered this month to the new New York TRACON at Garden City, L.I., The N.Y. TRACON is the first operational facility to receive the installation, although it won't open for business until October 1979. The FAA Academy and NAFEC already have the IIIA equipment and the Minneapolis TRACON is scheduled to receive its installation in September. The "A" has several advantages over the basic ARTS III, including a built-in back-up system. It also has the capability to tag and track aircraft not equipped with transponders. The agency has 30 ARTS IIIA units on order.



NOT SO WILD BLUE YONDER

Military aircraft activity is expected to remain relatively static over the next decade, according to the latest "Military Aviation Forecasts" prepared by FAA's Office of Aviation Policy. The report shows the inventory of military aircraft increasing from 18,670 in FY 1977 to 18,721 in FY 1986, a gain of only 51 aircraft, while flight hours grow from 5.4 to 5.7 million, a 5.5 percent jump. Little change is anticipated in the workload at FAA facilities as a result of military operations in the FY 1977-86 time period. Towers will handle about the same number of military aircraft; flight service stations will see a 2.8 percent gain and enroute centers a 7 percent increase.

NEW LOGO FOR M.M.A.C.

To go with the new name of the Center, the Office of Public Affairs at the Mike Monroney Aeronautical Center has come up with a new INTERCOM masthead. At the request of Public Affairs Officer Mark Weaver, the new design was produced by Charles Smith of the Center's visuals section.

MINORITY CONTRACTORS AVAILABLE

The Office of Civil Rights has developed a list of minority contractors in various fields for use by FAA officials involved in the selection and award of contracts. ACR notes that the number of minority contractors working on agency projects has quadrupled over the past five years as minority firms have developed a proven record of performance in a variety of complex areas. Although a number of contracts have been won by minority concerns through the competitive bid process, most still are awarded under Section 8(a) of the Small Business Act, which permits project officials to designate qualified firms to perform a given task. The 8(a) program offers a number of advantages over the regular contract procedures, including a faster award process. For additional information, call the Office of Civil Rights in Washington.

MEDICAL RECORDS COMPUTERIZED

The Civil Aeromedical Institute in Oklahoma City now is using a computer to help spot deficiencies in the medical examinations of airmen. A new computer program has been added to the IBM 370 computer, which CAMI shares with the Aeronautical Center's Airmen Certification Branch, to spot medical findings that are incomplete, abnormal or inconsistent with current or previous information. When it does spot a deficiency, the computer prints out instructions on what to look for in the follow-up investigation. The computer program also speeds up day-to-day operations by making detailed medical information on any airman immediately available.

PATCO (From page 1)

takes an oath to abide by this and other federal laws. "In connection with this promise to obey the law," he continued, "the court would like to gently remind the defendants that they are in no different position than any other employee of our federal government, including each and every federal judge in this country. All of us are under the same strictures of the above-cited federal statutes and have taken identical oaths not to violate the same or to participate in any strike against the government." It is expected that PATCO will appeal the ruling.



20 MILLION VISIT NASM

On July 9, just two years after the opening of the Smithsonian's National Air and Space Museum, across Independence Avenue from FOB-10A, the 20 millionth visitor walked through the front doors and was applauded by a group of museum officials. The visitor, a 14-year-old girl from Charlottesville, Va., and her parents were presented with free tickets to the film "To Fly" and free tickets to "Cosmic Awakening," the show in the museum's planetarium, as well as a free meal in the cafeteria, a book entitled The Smithsonian Experience, a scarf and a bust of Charles Lindbergh. Since the opening of the museum, the record-breaking attendance has been remarkably consistent. Last July, one year after the museum opened, the 10 millionth visitor was welcomed. All of this makes the aviation museum the most popular tourist attraction in the Washington area, and possibly the most frequently visited building in the world.

EEO COUNSELORS AVAILABLE

The Office of Civil Rights reminds all headquarters employees that federal laws prohibit discrimination for federal employment on the basis of race, color, religion, sex, national origin, age, or physical or mental handicap. If you feel that you have been discriminated against, contact any one of the counselors listed below 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, 426-3927;

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, 557-2570.

Additional information concerning EEO counseling and the discrimination complaint process may be obtained by contacting the Civil Rights Complaints Unit, ACR-3, 426-3785.

KUDOS FOR WOMEN'S COMMITTEE

After reviewing the Annual Report of the activities of the Women's Program Committee for 1977, Deputy Administrator Taylor has announced that the committee will continue to be an integral part of the Civil Rights Board for at least another year. In his review Taylor wrote, "It is readily apparent that this committee continues to make very constructive and significant contributions to the agency's EEO goals and objectives, especially as they relate to Headquarters women and minorities. The volunteer efforts of the members have had a very positive impact on the advancement of equal employment, career development and promotional opportunities. I am confident their efforts will be continued at this high level of enthusiasm and commitment." As it begins another year of activities, the committee has elected new officers. They are: Chairperson, Doris Mangiapane, Airway Facilities Service; vice chairperson, Janis Pressley, Flight Standards Service; and Secretary, Connie Hansbrough, Airway Facilities Service.

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APA-4

[Handwritten signature]

78-31 July 31, 1978

DIRECTOR STANTON DIES

Robert H. Stanton, 57, director of the Western Region, died last week after a long illness. Stanton became Western Region director in February 1975 after serving as director of the Eastern Region for 18 months. Prior to that, he was deputy director of the Eastern Region for two years. A commercial pilot with an instrument rating, Stanton joined the agency in 1946 as an aeronautical design evaluation engineer in Chicago. During his 32-year career, he held agency jobs in Seattle, Atlanta and New York.

PILOT WHO HIT SURFBOARD REBUFFED

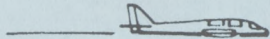
Remember that low-flying airplane that collided with a surfboard off the coast of Oahu last October? Well, it's still making news in Hawaii. An NTSB law judge has upheld FAA's suspension of the pilot's license but reduced the term from nine to five months, noting that the pilot already had been "grounded" for four months while the plane was being repaired. According to testimony at the hearing, the pilot was flying 5 to 20 feet off the water of Oahu's popular "Pipeline" surfing area when his Baby Great Lakes was "speared" by a surfboard that shot up in the air when its rider took refuge beneath the waves.

CONGRESS TO MONITOR CONTROLLER FAM FLIGHTS

The fam flight program nearly had a close call in Congress recently. In a floor vote, the House agreed to prohibit familiarization flights by air traffic controllers in conjunction with vacations and holidays. The prohibition was tacked on to the DOT appropriations bill, but was knocked out of the measure by a House-Senate Conference Committee. The proposal to restrict fam flights surfaced in the midst of Congressional displeasure with the recent slowdown by some controllers. The slowdown reportedly stemmed from the refusal by three airlines to let controllers fly overseas in cockpit jumpseats, an issue which remains unresolved despite the slowdown. Although the proposed restriction on fam flights was dropped, the Conference Report warned that committee members intend to monitor the fam flight program closely and will support legislation in connection with it, if such a measure proves necessary. The report agreed with FAA management that familiarization travel can serve a useful purpose in educating controllers. The most recent reflection of management support for the program came in a letter dated June 30 from Administrator Bond to Senator Birch Bayh of Indiana. (See page 3)

OTHER NAV SYSTEMS STUDIED

Modernization of the nation's existing short-range air navigation system is the most economically attractive alternative for the immediate future, according to a study conducted for the agency. The study found that a second generation version of the present VHF Omnidirectional Radio Range (VOR) and Distance Measuring Equipment (DME) short-range navigation systems will continue to be cost-effective over the next 25 years, and that rapid transition to other systems could cost civil airspace users several billion dollars. Alternative systems evaluated in the study included the NAVSTAR Global Positioning Satellite system (GPS) and the ground based LORAN C and Omega systems. The study was done for FAA by Systems Control, Inc., of Palo Alto, Calif., as part of the overall agency program to evaluate the economic, technical, operational and international considerations involved in choosing a future air navigation system. The summary report, "Economic Requirements Analysis of Civil Air Navigation Alternatives," is available from the Office of Aviation System Plans, ASP-120.



SUMMER READING

The agency has published another one of those lists of scientific and technical reports dealing with aviation-related subjects. The list includes 87 titles and covers the period from January through March 1978. Subject areas are aircraft safety, airports, air traffic control, aviation medicine, communications, approach and landing systems, environmental, frequency management,

weather, and miscellaneous. Copies of the list are available from APA-300, FAA, Washington, D.C. 20591. Individual reports can be obtained from DOT, 400 7th Street, SW, Washington, D.C. 20590--Attention: M-443.1.

CONFLICT ALERT IS 'GO'

The conflict alert function now is operational at 45 of the 54 single-radar ARTS III (automated radar terminal system) sites and the remainder are scheduled to be "up" within 30 days. In addition, testing of the conflict alert program for the dual radar ARTS III sites is underway at Miami International Airport. Once the program has been proven at Miami, it will be implemented at all nine dual-beacon sites. Conflict alert is an add-on to the computer-based ARTS III. It detects conflicts in aircraft flight paths and alerts controllers to potentially hazardous situations. The program already has been added to the radar systems in all 20 domestic enroute centers.

RESEARCH EXPLAINED

A progress report on major FAA research and development programs will be presented to the public on August 8 and 9 and to employees on August 3 and 4, both in the Headquarters auditorium. Program areas to be covered by personnel from the agency's Systems Research and Development Service include Flight Service Station Modernization, Air Traffic Control Automation, Discrete Address Beacon System (DABS), Communications, Runway Pavement Design, Navigation and Landing Systems, and Helicopter IFR Operations.

NAFEC TESTING NAV SYSTEMS

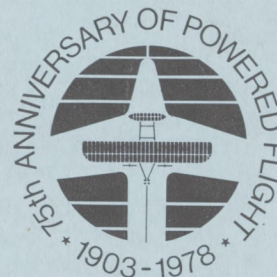
In order to qualify the Omega navigation system as a reliable global navigation system for aircraft, a data bank of Omega information is being set up at NAFEC. With the help of the world's major international airlines, including Russia's Aeroflot, FAA researchers will collect data that will tell them where the gaps in Omega coverage are and what effects daily and seasonal changes, as well as solar flares and magnetic storms, have on Omega propagation. The program will be kicked off at a conference in Philadelphia on August 2 and 3. In addition to the international airlines, participants will be Aeronautical Radio, Inc. (ARINC), which produced the present standard for Omega avionics; manufacturers of Omega avionics equipment; the U.S. Coast Guard, which is responsible for the operation of the eight Omega ground stations; and others interested in Omega. The data-collection phase will involve three FAA aircraft equipped with refurbished Air Force Omega receivers and processors. The agency also has purchased 20 sets of new, airline quality, Omega data recorders for use in airliners flying intercontinental routes. Data will be recorded on cassettes, and these will be returned to NAFEC for analysis by computer.

FAM FLIGHTS (From page 1)

Mr. Bond wrote, "We at FAA consider the program a valuable training adjunct and believe it has made a significant contribution to the safe and efficient operation of the national airspace system."

FAA TEST PILOTS INJURED

Two FAA test pilots were injured last week when the experimental Sikorsky, S-76 helicopter they were flying crashed during tests at the Pratt and Whitney facility in West Palm Beach, Fla. The pilots were Paul Balfe of the Eastern Region and Ralph Silverman of the Northeast Region. According to preliminary reports the aircraft was doing a side maneuver just before the crash. Also on board and injured was Clifford Brown, a factory rep from Pratt and Whitney, manufacturer of the aircraft's engines.



COME FLY WITH ME

Airline travelers are streaming through the nation's airports in record numbers these days, and Washington National and Dulles International Airports are no exceptions. Both FAA-run facilities registered all-time monthly highs in June with National handling 1,269,284 enplaning and deplaning passengers and Dulles 309,576. For the 12-month period ending June 30, National counted 13,692,647 passengers and Dulles 3,023,943. It marked the first time Dulles had handled more than three million passengers in a 12-month period since the airport opened in 1962.

TOASTMASTERS INVITE NEW MEMBERS

Have you ever experienced that feeling of terror and panic when asked to speak before a group? Well, relax, you're not alone. The Book of Lists compiled a list of the "14 Worst Human Fears"--and, not too surprisingly, speaking before a group headed the list. In fact, twice as many people were afraid of speaking in public as they were of dying! But, it doesn't have to be that way. You can join the local chapter of Speechmasters/Toastmasters, for example, and develop the skill to speak confidently and effectively in public. Moreover, you can learn to do that in a congenial atmosphere, among a group of friends who are there for the same reason you are. You can also develop other communications and leadership skills. So, come to the next meeting of Speechmasters/Toastmasters. It will be held Aug. 1 in the FAA building, conference room 5 ABC from 12:00-1:00 p.m. The club meets the 1st and 3rd Tuesdays of every month at that same time and place. You can bring your lunch. And, if you decide to become a member, FAA will reimburse you for the costs of joining Toastmasters International, and you will get some useful educational materials in the bargain. Contact: Jim Weed, AAF-327, x68306.

ROSES BY ANY OTHER NAME

If you think Pete Rose is something, you should see the players on the FAA Club's women's softball team. They make the Cincinnati star look like a short, stocky, tobacco-chewing Aqua Velva man. But move fast if you want to catch their act. Even now they're preparing for the big "championship" game at 6:30 p.m., Tuesday,

August 1, on field #15, 23rd and Constitution Ave., N.W. Both the FAAers and their opponents have lost only one game this season.

AWARDS AND REWARDS

The following awards have been presented by the Flight Standards Service: Outstanding Performance Rating--Alice Payne, April 1978; and Leo Weston, May 1978; Quality Increase--Fred Crenshaw, Mary Ann Guntow, Jane Powers, Dorothy J. Matthews, Pamela Smith, Ida Cronauer, Louise Oertly, Charles Huettnner, Laurie Norman, Frank Jamison, Earl Borden, Joseph Solko, Donald Kemp, Chris Christie, Jean Thomas, Becky Taylor, and Paul Neuman; and Special Achievement Awards to Thomas Collins and Marie Jordan. The Office of Personnel and Training has presented the following awards to employees in the Training Programs Division. A Quality Increase to Karen J. Bitterman; Special Achievement Awards to Edmund Spring, Minnie R. Brown, and John C. Von Ancken.

PAYCHECKS WILL GET THROUGH

For employees who were concerned about getting their paychecks because of the recent threatening postal strike, the Office of Accounting and Audit has a word of reassurance. The Department of Treasury has advised FAA that it is developing a courier system to be used in the case of emergency to deliver checks to banks, credit unions and other banking institutions. The check would be subsequently deposited automatically to the employee's account.

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FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APA-4

78-32 August 7, 1978

CARTER SIGNS DOT MONEY BILL

President Carter last Friday signed the \$18.3 billion DOT appropriations bill for FY 1979, which includes almost \$3.1 billion for FAA. Major items in the FAA appropriations are \$1.99 billion for operations, \$629 million for airport grants in aid and \$337 million for facilities and equipment. The F & E money includes the full budget request for the VOR/VORTAC replacement program. A total of 58,359 full-time permanent positions are included in the appropriations bill. This represents an increase of 70 positions over FY 1978.

FAA AT HIJACK MEETING

Representatives of FAA and the Office of the Secretary were in Bonn, West Germany, last week to take part in a two-day meeting on implementing the new anti-hijacking agreement announced at the recent summit conference between the leaders of seven Western powers. The U.S. delegation was headed by Ambassador Anthony Quainton of the State Department and included Richard Lally, Director of FAA's Civil Aviation Security Service, John Stewart of FAA's Office of Chief Counsel, and Cynthia Sue Anthony of OST's Office of General Counsel. The agreement would cut off air service to countries that harbor or support aircraft hijackers. (See page 3)

AIR TRAFFIC FACILITIES CHOSEN FOR ANNUAL AWARD

Picked as winners last week of the Annual Air Traffic Facility of the Year Award were the Boston Air Route Traffic Control Center, the Cleveland/Hopkins Airport Traffic Control Tower and the Wichita Flight Service Station. The Boston Center and Wichita FSS had no system errors, and the Cleveland/Hopkins Tower made great strides in keeping system errors to a minimum during 1977. At Wichita an all-time record for monthly activity was recorded when 45,713 flight services were performed during May 1977. All-time records for a day's activity and an all-time high 12-month total of flight services also were recorded during the year, despite the fact that the station was short one journeyman and one assistant chief. The station also held an excellent training program and came up with high marks in public relations, facility appearance, employee morale and EEO activity. The Cleveland/Hopkins Tower had only one error which occurred after 15 errorless months. During 1977, the tower also set a facility record of 354,921 instrument operations, and the cause of the aircraft delays at Cleveland was almost exclusively weather. This was achieved in spite of the fact that the Cleveland/Hopkins Tower lost several full-performance controllers to career (See page 2)

TOP FACILITIES

(From page 1)
 progression transfers to other facilities. They were replaced by 14 developmental controllers who achieved full-performance status during the year and were able to help keep up the facility's outstanding record of productivity. The Boston Center achieved zero system errors as a result of an arduous campaign. It all began back in 1975 when the System Error Awareness Program was established. It was supported by the entire facility and backed up by Air Traffic/Airway Facility cooperation, which resulted in maintaining a level of system interruption far below the national level. Yet, the first year, there were ten system errors. The number was whittled down to one in 1976, and finally, in 1977, the elusive Zero System Error goal was achieved. The high morale at the facility is also reflected by the fact that a staff of 325 controllers produced only ten grievances and two unfair labor practices during the year. Controllers also performed 26 flight assists during the year, of which eight were considered outstanding.

NAMED ACTING DIRECTOR

Glen D. Tigner, who started his career in 1952 as a controller at Washington National Airport, has been named acting director of Air Traffic Service. Tigner, a private pilot, has been deputy director of ATS since 1976 and before that was chief of the ATC Operations and Procedures Division.

WRIGHTS ON STAMP

To commemorate the 75th anniversary of powered flight, which FAA is helping to celebrate, the U.S. Postal Service has issued two new 31-cent airmail stamps featuring the Wright brothers. On each of the stamps are distinctive pictures of the brothers and the Wright flyer. Outside of Mexico and Canada and a few South American and Caribbean countries, 31 cents is the rate for all international postage. Also the new stamp will come in handy because the post office is requesting that the 15 cent stamp, with just the letter "A" printed on it, not be used for international mail.

**WAKE ISLANDERS GET TOGETHER**

A reunion of former Wake Islanders and former visitors to Wake will be held at the Campus Center's main dining room, University of Hawaii, Manoa Campus at 4 p.m., August 19. A delicious "Island" fare will be served. The cost is \$11.50 per person. This includes four drinks. For non-drinkers it's \$8.50. Send checks to: Wake Island Reunion Fund, c/o Tony Santos, 2641 Pamoia Road, Honolulu, Hawaii, 96822. For more info call Tony at 988-4975.

CLEARANCE AMBIGUOUS

Air Traffic Control was partially responsible for the crash of a cargo jet north of Salt Lake City, December 1977, according to the National Transportation Safety Board. The DC-8 crashed on the western edge of the Wasatch range near Kaysville, Utah, killing all three crew members. The Board said the probable cause of the crash was, "the approach controller's issuance and the flight crew's acceptance of an incomplete and ambiguous holding clearance in combination with the flight crew's failure to adhere to prescribed impairment-of-communications procedures and prescribed holding procedures." The Board attributed the controller's and flight crew's actions to "probable habits of imprecise adherence to procedures" developed through years of operating in a radar control environment.

TOP OFFICIALS ANSWER USERS

A planning review session with a new twist--where the users will have the first say and FAA then will have to respond--is scheduled for Los Angeles near the international airport on August 21-23. Querying the agency will be representatives of the Air Transport Association, the National Business Aircraft Association, the Helicopter Association of America, the Aircraft Owners and Pilots' Association and the Air Line Pilots Association. Answering for the agency will be a battery of top officials from headquarters led by Deputy Administrator Quentin Taylor. At the Deputy's side will be Associate Administrator Bill Flener and Deputy Associate Albert Albrecht as well as office directors Joe Ferrarese and Sieg Poritzky.

HIJACK (From page 1)

Any such action would have serious consequences, since the seven parties to the agreement account for 67 percent of all Free World airline operations and 69 percent of all enplaned passengers.

A TOWERING AIRPORT

Most airports are complete with only one air traffic control tower, but this is not so at Rochester, N.Y., where there are, would you believe, four towers. Actually, there are currently three, but a fourth is in the planning stages and will be built next year. What makes Rochester unique is the fact that the first tower, which was used from 1937 until 1948, was recently re-erected to commemorate the 50th anniversary of Charles Lindbergh's visit to the airport in 1927. The second tower--in use from 1948 to 1971--is now being used for classrooms and equipment storage and stands beside the third, which is used for air traffic control. So, if these are not razed when the new tower is built, Rochester will have a kind of ATCT museum, live and in color, standing right there at the airport.

MONDAY JUMPS AT PITTSBURGH

The Pittsburgh Tower reports that on a usually quiet Monday, specifically July 31, there were 1,361 airport operations, which set a new all-time record for a single day. The previous peak day out at Steel City was May 27, 1969 when 1,353 operations were recorded.

TIME TO SIGN UP FOR AFTER HOURS' EDUCATION

More than 60 college-level courses will be offered after working hours to civilian, military personnel, and the general public in 31 downtown Federal buildings in the District of Columbia this Fall through the Federal After-Hours Education Program. Registration for the Fall semester will be held in Conference Rooms A, B and D-- just off the lobby--Department of Commerce Building, 14th Street and Constitution Ave., N.W., from 10 a.m. - 2:30 p.m. on Wednesday, August 30, and Thursday August 31, 1978. The College of General Studies, George Washington University, offers opportunity for individuals to enroll in undergraduate and graduate courses leading to the Associate in Arts, the Bachelor of Science and the Master of Science degrees. Those individuals seeking self-improvement courses designed to broaden their career may enroll as non-degree students. Courses to be offered include Accounting, Anthropology, Art, Business Administration, Economics, English, Geography, Geology, History, Humanities, International Affairs, Management, Mathematics, Oceanography, Political Science, Psychology, Public Administration, Sociology, Speech and Drama, and Statistics. Courses leading to a Master of Science in Administration with areas of concentration in Automatic Data Processing, Business Financial Management, Business Management, Governmental Administration, Industrial Personnel Management, International Commerce, Management Engineering, Management Science-Operation Research, Managerial Accounting, Procurement and Contracting, Public Financial Management and Budgeting, Public Personnel Management, Systems Management and Research and

Development are also offered. Tuition is \$82 per semester hour and all courses are 3 semester hours. This compares with a cost of \$110 per semester hour for courses taken on The George Washington University campus. The Government Employees Training Act of 1958 gives Federal agencies broad authority to pay all tuition costs and other fees if courses to be taken are related to present or anticipated job requirements.

AWARDS AND REWARDS

The Airway Facilities Service presented Outstanding Performance Awards to Joanne Knotts, Rose Trotta, and Phyllis Vallario; Quality Within-Grade Increases to Rose Trotta, William Cress, Robert Drake, Joanne Knotts, and Phyllis Vallario; Special Achievement Awards to Laura Thomas, Ann Delaney, Judy Davis, and William Umbaugh.

LET'S PLAY GOLF

It's time to reserve a tee for the Department of Transportation's fall golf tournament to be held at Andrews AFB Golf Club. Fees for the annual tourney are: registration, \$3.50; greens, \$6.50; electric cart, single \$8.80, double, \$4.40. The tourney committee advises that the earlier you reserve your tee, the earlier you will tee off and all fees must be paid by September 12. To reserve tee time, contact one of the following:

- Gil Butler, Ext. 60090;
- Jim Gilkey, Ext. 62834;
- Henry Newport, Ext. 60570;
- Len Bosin, Ext. 63076;
- Jim O'Connor, Ext. 64004;
- Al Rockwell, Ext. 62947;
- Charles Kolsky, Ext. 60466;
- A. E. Rodriguez, Ext. 64018.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APA-4

78-33 August 14, 1978

RADAR 'LIVE AND IN COLOR'

The agency is adding color to its radar scopes in a test program aimed at helping controllers distinguish between different types of information on the scopes. A \$186,000 contract has been awarded to the Raytheon Company of Sudbury, Mass., to modify six radar units for the test program, which will be conducted at the Washington Center next spring. Three colors--red, orange and yellow--will be added to the present monochromatic radar displays, which show all information in green. Red will be used to depict map lines and navigational aids and orange for weather. Yellow and green, meanwhile, will be employed for aircraft data blocks, which provide controllers with the identity, altitude and other information on the flights they're handling. Under the contract, the first two units will be delivered to NAFEC for evaluation early next year, and the remaining four will be modified at the center.

BAKKE NO BAR TO EEO

The recent decision by the Supreme Court in the Bakke "reverse discrimination" case will enable the Federal Government to continue its affirmative-action programs without interruption, President Carter has declared. In a memorandum to the heads of (See page 3)

FAA RELEASES STUDY ON AIR TRAFFIC CONTROLLERS HEALTH

A five-year medical study of more than 400 male controllers from the Boston and New York areas has found them to be as healthy as men of similar ages in the general population, except for a higher than normal rate of hypertension (high blood pressure). Conducted for FAA by the Boston University School of Medicine, the study found that 135 of the 416 controllers who volunteered for the program already had borderline or definite hypertension at their first examination. In addition, 36 developed hypertension during the course of the study. The overall rate of hypertension was about twice the national norm. However, the 970-page study report cautions against the conclusion that air traffic control work by itself causes hypertension. It said the work was only one of a number of "risk factors," contributing to the development of this disease. A potential health problem identified in the study was a high use of alcohol in social drinking after work. However the rate of alcohol abuse was about the same as for other occupations, and less than one percent of the controllers had physiological symptoms of alcoholism, substantially lower than the national average. (See page 2)

CONTROLLERS HEALTH (From page 1)

The study team also found that controllers experienced fewer psychiatric disorders than the general population, except for a relatively high rate of "impulse control difficulties," such as the inability to control anger. Slightly more than one half of the men showed some problem at one time or another during the three years they were under examination, but only a few displayed a chronic problem. Researchers also found that controllers' attitudes toward their jobs were at least as important as the work itself in predicting which controllers would develop more episodes of mild-to-moderate illness, such as upper respiratory infections and gastrointestinal disorders, as well as psychiatric problems. The medical team said dissatisfaction with management policies had influenced the rate of illness and suggested that "union-management interaction" had contributed to the dissatisfaction. In addition, the medical team discovered there was a self-fulfilling aspect to "burnout," the phenomenon whereby controllers, usually later in their careers, feel they can no longer handle air traffic control work. The report says that "burnout" is caused more by the belief that it will occur rather than by the difficulties of controlling traffic. The report recommends that an "organizational development program" be undertaken as a joint union-management effort to improve the work environment and that measures be taken to control blood pressure, alcohol intake and selection factors in recruitment. The 416 journeymen in the study were drawn primarily from the Boston and New York centers, the Boston Logan tower and the New York Common IFR Room.

LONG-TERM TRAINING OPEN

The announcement for 1979-80 Long-Term Training Programs (Notice 3155.6) was distributed nationally last week. Interested employees should get this announcement as soon as possible, since the deadline for applying for these programs is Sept. 15. (This may vary in regions.) Those who are selected attend major graduate schools for an academic year and receive salary and per diem. FAA long-term training programs include:

- Air Transportation Systems Specialist (ATSS) Program

- Content: Transportation Studies

- Sponsor: FAA and the University of California at Berkeley,

- Location: University of California, Berkeley

- Criteria: GS 11-14, 2 years FAA experience, college degree, math through calculus (approx. B average)

- Number of Participants: 6-7;

- Education for Public Management (EPM) Program

- Content: Public Administration,

- Sponsor: Civil Service Commission

- Location: Cornell, Harvard, Indiana, MIT, Princeton, USC, Virginia and Washington University

- Criteria: GS 11-14, college degree, demonstration of high potential

- Number of Participants: 4-5;

Executive Level Programs (Limited to participants in the FAA's Executive Development Program):

- Air War College

- Content: Management and national security

- Sponsor: Department of Defense,

- Location: Maxwell AFB, Montgomery, Ala.

- Criteria: 14 years civilian/military service. (See page 3)

BAKKE NO BAR (From page 1)
 executive departments and agencies, the President said, "That historic decision indicates that properly tailored affirmative-action plans, which provide minorities with increased access to Federal programs and jobs and which are fair to all Americans, are consistent with the Civil Rights Act of 1964 and with the Constitution." He concluded by stating: "I want to make certain that, in the aftermath of Bakke, you continue to develop, implement and enforce vigorously affirmative-action programs. I also want to make certain that the Administration's strong commitment to equal opportunity and affirmative action is recognized and understood by all Americans."

URGENT REQUEST

The International Civil Aviation Organization (ICAO) is seeking experts for two posts in Sao Jose dos Campos, Brazil. Salaries - Level 5, Step 1, Gross: \$38,190 and Net (free of tax): \$24,298 without dependents and \$26,299 with dependents. TA-77/114 Design Engineer, Aircraft Wheel, Tire and Brake Test Facility, 4 months duration. TS-78/98 Aircraft Structural Fatigue Engineer, one year initial appointment. Applications due in AIA-19 ASAP. Information concerning duties, salary, qualifications, applications, allowances, benefits and restoration rights is available at personnel offices. Also check Agency Order 3330.6B, Chapter 7.

ATCA TO HOST INSTRUCTORS

A reunion of FAA Academy air traffic instructors will again be held in conjunction with the annual ATCA convention October 2 through 5 in Fort Worth. Highlight of the reunion will be an icebreaker reception on Tuesday evening, October 2. For further information, contact the ATCA office or Jim Loos, AIA-122 at Headquarters.

TRAINING PROGRAMS (From page 2)

- Ability to do graduate-level work (non-degree candidates accepted)
- Number of Participants: 1
- Industrial College of the Armed Forces (ICAF)
 - Content: Management, Economic and Political Aspects of National Security
 - Sponsor: Department of Defense,
 - Location: Ft. McNair, Washington, D.C.
 - Criteria: College degree, 14 years civilian/military service
 - Number of Participants: 1
- Maxwell Midcareer Development Program
 - Content: Public Administration and Policy-Making
 - Sponsor: Syracuse University
 - Location: Syracuse, N.Y.
 - Criteria: Ability to do graduate-level work (non-degree candidates accepted)
 - Number of Positions: 1

Interested employees should refer to Notice 3155.6 for application procedures and further program descriptions, or contact their Training Branch.

AVIATION DAY THIS WEEK

National Aviation Day will be celebrated Saturday, August 19, the birthday of Orville Wright. This will be the 40th annual observation of National Aviation Day and is considered of particular significance because 1978 marks the 75th anniversary of powered flight. In the 75 years since the Wrights flew at Kitty Hawk, aviation has grown to be the nation's largest employer and the dominant public carrier on both domestic and international routes.

AUGUST FAA WORLD IN MAIL

1978 is a year of anniversaries: 75th of flight, 50th of trans-Pacific flight, 20th of commercial jet service and 20th of FAA. The August issue of FAA WORLD recalls the events that led to the creation of the agency in 1958. . . . There's also a view of the FAA Academy from the other side of the desk: the instructors and how they form a pool of managerial talent. . . . There's also the story of a persevering Mexican controller who made success happen. . . of a youth's dream fulfilled exactly as planned . . and of a pair of FAAers who were in on their fathers' swan songs as airline pilots You'll also find Small World, Federal Notebook, Faces and Places, Direct Line, Heads Up and Word Search.

WAIT 'TIL NEXT YEAR

The FA Club women's softball team recently finished an outstanding season. According to coach Kathy Ladika of Flight Standards Service, the final record was nine victories and two losses. The team lost only one game during the regular season and ended up in a tie for the league championship. The heartbreaker came when the team lost the playoff game.

IS THIS BRIDGE FOR SALE?

Learn about pigeon drops and buying the Brooklyn Bridge--or not buying the Brooklyn Bridge--at a presentation by the "Bunko Squad," D.C. Metropolitan Police Department, to be held August 16 from Noon to 12:45 p.m. in the 3rd floor auditorium, FOB-10A. All FAA employees are invited to attend this "special" sponsored by the FA Club.

WHY CONTAINERS ?

The containers for the collection of metal beverage containers, recently placed in the halls of FOB-10A, were put there by the National Black Veterans Organization (NBVO) which has initiated aluminum can collection from strategically placed containers in three of the areas largest federal facilities, The Pentagon, FAA Headquarters and the United States GSA Region 3 Office at 7th and D Streets, S.W. The NBVO test, which is designed to see if this is an effective method of complying with EPA regulations governing beverage container disposal in federal facilities, will continue for six months. NBVO is a nonprofit organization whose purpose is to provide jobs for unemployed veterans. The system of recycling cans proposed by NBVO is an alternative to the nickel deposit program suggested by the Environmental Protection Agency. NBVO is asking for the cooperation of FAA employees to make this more efficient, more convenient system work.

AWARDS AND REWARDS

The Air Traffic Service presented Quality Increase Awards to William Sellers, Patricia Shirley, Augusta Galbreath; and Special Achievement Awards to Leonard Sinks, Sheila Diggs, Walter Moylette, Brenda Smith, Percy Willis and Barry Rosenberg.

ALBERT J. PERRY

Albert J. Perry, 60, Chief, Quality Standards Branch of Flight Standards Service, died of a heart attack July 26th. Mr. Perry, an aeronautical engineer who worked for the Glen L. Martin Company in Baltimore for many years, had been with the agency for 15 years.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APA-4

78-34 August 21, 1978

TOP HANDICAPPED FAAER PICKED

Kenneth R. Hawkins, a personnel records clerk in the Washington Office of Personnel and Training, last week received the FAA's Outstanding Handicapped Employee of the Year Award from Administrator Bond. Receiving honorable mention at the same ceremony was Jennie F. Flinders, a voucher clerk in the Western Region. Hawkins, a quadriplegic as a result of a diving accident at age 17, came to the agency in 1977 after a 20-year period in which he was considered "unemployable." With the help of specialized equipment, he has been able to compensate for the loss of certain motor skills and has become fully responsible for the headquarters personnel records functions. (See page 2)

NATIONAL NEWS DIGEST

- FAA'ers attending the agency's Management Training School in Lawton, Okla., have kicked in more than \$51,000 for the Cameron University Scholarship Fund since this effort was initiated in 1972. To date, the fund has benefited 34 needy students and Cameron officials consider it "the finest perpetual scholarship program in the history of the university."
- A preliminary design concept has been chosen for NAFEC's new Technical and Administrative Headquarters. The design calls for one building with two main sections connected by a (See page 3)

STRENGTHENING FIELD OPERATIONS

The agency has been quite successful in the operation of the Field Placement Program. Over 170 Washington headquarters and NAFEC employees have voluntarily moved to important field positions. The agency has recognized that continued operation of this program must be supplemented by additional actions to provide for further strengthening of field operations. All headquarters employees will be furnished details of this new approach by letter this week. The new effort will be implemented on September 5 and will provide for voluntary reassignments to the maximum extent possible and for directed reassignments when all efforts to obtain volunteers fail. A uniform system will be utilized for determining the conditions under which voluntary or directed reassignments may be required. Every possible consideration will be given to individual needs in determining reporting dates for assignments that require geographic change. We expect to see a significant improvement in agency operations as a result of this effort. Procedures and practices have been developed by the agency's personnel officers for all regions, centers, and headquarters and are now being finalized. There will be no reduction in force procedures utilized in this effort. Headquarters employees LOOK FOR complete information by the end of the week.

SOMEONE TO WATCH OVER ME

The pilot was at 11,000 feet in marginal weather heading straight for a mountain that reached up to 11,200 feet. Fortunately, Controller George Maxwell at the Anchorage en route center had been monitoring the progress of the "slow moving target" on his radar scope and, by referring to flight strips, had tentatively identified it. Thus, when the pilot filed a position report with the center, Maxwell was able to advise him almost immediately that he was off the airway and 22 miles from where he thought he was. "Oh mercy," the pilot replied as Maxwell proceeded to give him instructions that turned him away from the mountain and put him back on course for a subsequent safe landing at Anchorage. FAA's Air Traffic Service reports a total of 320 flight assists in July with flight service stations accounting for 143, towers for 129 and centers for 48. Some 600 people were on board the aircraft involved.

HANDICAPPED (From page 1)

In addition, as a member of the FAA's Handicapped Employees Advisory Committee, Hawkins has made suggestions that have resulted in making the FAA headquarters building more accessible to handicapped employees. These modifications now are recommended by various vocational rehabilitation organizations. Flinders also joined FAA in 1977. Her duties consist of maintaining control and payment of purchase orders for the Western Region. Her performance exceeds the standards for this job despite the fact that she is confined to a wheelchair and has the use of only one hand as a result of polio. Flinders also is President of the Board of Directors for a non-profit organization that provides service to the disabled and the elderly.

BOND APPLAUDS BALLOONISTS

"Your heroic six-day balloon flight from the United States to France adds special significance to the 75th anniversary year of the Wright Brothers first flight," Administrator Bond cabled the crew of the Double Eagle II last week. Noting that the three Albuquerque businessmen also had established new international records for duration aloft and distance flown, the Administrator said, "Your courage, determination, and expertise have won well-deserved distinction for each of you and new aeronautical honor for the United States. My heartiest congratulations." After landing in a wheat field some 55 miles west of Paris, the three jubilant aeronauts donned tee shirts that proudly proclaimed "First Transatlantic Crossing by Balloon" and later announced that their craft will be donated to the National Air and Space Museum in Washington. That should create something of a hanging problem in the museum building which is diagonally across the street from FAA Washington Headquarters. The balloon is 11 stories high and the building less than half that. But nobody's complaining.

SIMULATOR USE APPROVED

For the first time, the agency has approved the use of flight simulators to perform the landings required for air carrier pilots whose currency has lapsed. Heretofore, all such landings had to be made in an airplane. The approval applies to two United Air Lines simulators whose visual and motion systems have been precisely programmed to duplicate the actual performance, both on the ground and in the air, of the carrier's Boeing 727 and DC-10 aircraft. The simulators are expected to provide more effective training while reducing fuel consumption, noise and air pollution.

ICAO SEEKING APPLICANTS

The following assignments are available with the International Civil Aviation Organization:

PARIS 2 yrs. - PC-30/78 Language Officer (Translator), P-3, Gross: \$23,910 and Net (free of tax): \$16,978 without dependents and \$18,193 with dependents. A complete command of French is required. MONTREAL 2 yrs. - PC-31/78 PROCUREMENT/CONTRACTS OFFICER, P-4, Gross: \$29,940 and Net (free of tax): \$20,209 without dependents and \$21,756 with dependents. PC-33/78 Technical Officer, Aerodomes, Air Routes and Ground Aids, P-3, Gross: \$23,910 and Net (free of tax): \$16,978 without dependents and \$18,193 with dependents per annum. Application due in AIA-19 by September 29. PC-34/78 Technical Officer (Planning and Evaluation), P-4, Gross: \$29,940 and Net (free of tax): \$20,209 without family and \$21,756 with family. Applications due in AIA-19 by September 11. Information about duties, salary, benefits and restoration rights is available at your personnel office. Also check Agency Order 3330.6B, Chapter 7.

KEEPING THE PUBLIC INFORMED

FAA receives some 30-40 petitions for rule changes each year and another 300 petitions for exemptions. But nobody knows about them unless they check the Rules Docket in Washington Headquarters. Now the agency is proposing to publish summaries of these petitions in the Federal Register. The disposition of these petitions also would be publicized in the same source. Deadline for comments on this proposal is October 24.

NEWS DIGEST

(From page 1)

covered courtyard or atrium. It will be located southeast of the present maintenance hangar (Bldg. 301) on a ridge not far from the reservoir. Initial construction work is scheduled to begin in mid-September.

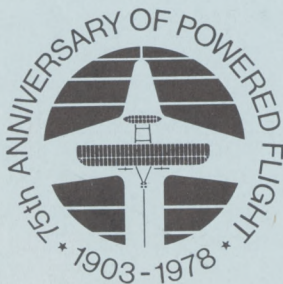
- The new Reef Runway at Honolulu International Airport has been awarded FAA's Aviation Environment Award for reducing aircraft noise in adjacent population areas and improving the ecology of the Keehi Lagoon where the runway is situated. Pacific-Asia Region Director Robert O. Ziegler noted that the water quality has improved in the lagoon since the project was completed, the fish population has multiplied and the rare Hawaiian Stilt is prospering.
- FAA has installed a sophisticated sonic boom monitoring unit on the roof of DOT's Transportation Systems Center in Cambridge, Mass., in an effort to identify the origin of secondary (reflected) sonic booms reported in the area. New England Region Director Robert Whittington said the agency hopes to determine whether the booms are coming from supersonic aircraft and, if so, whether the Concorde is the source. He said his office receives almost daily reports of secondary booms in an area ranging from southern New Hampshire to northern Rhode Island.
- DOT has scheduled five public meetings for next month on its proposal to require changes in airport and other transportation terminals to accommodate the handicapped. The places and dates are: New York City, Sept. 7; Chicago, Sept. 11; Denver, Sept. 13; Oakland, Sept. 15; and Washington, Sept. 19.

RETIREES GET MORE \$\$\$\$

Civil Service Retirement annuitants will receive a semi-annual cost-of-living adjustment of 4.9% effective September 1. This increase will be reflected in the October annuity check. Employees who are, or may be, considering retirement in the near future should review carefully their individual circumstances to determine whether it is to their advantage to retire on or before August 31. Employees are encouraged to contact their local Personnel Management Division for specific information and advice.

GOSSAMER CONDOR FLIES AGAIN

"The Flight of the Gossamer Condor," a 27-minute film on the plane that won the Kremer Prize last year for the first successful human-powered flight, will premiere Wednesday, August 23, at 9:15 p.m. in the National Air and Space Museum's theater. In capturing the \$95,000 Kremer Prize, the pedal-powered "Condor" completed a figure eight course around pylons one-half mile apart with a 10-foot hurdle at the beginning and at the end. The premiere showing marks the one-year anniversary of that event. Admission is free.



OLD ORDER PASSES

Running out of file room? Well, a recent action by the Office of Airport Programs should open some space. AAP has identified 14 obsolete orders that can be pulled from the files and given the "Deep Six." They are:

- Order AS 1350.1, Standards Division Technical Files, 1/5/66.
- Order 5090.4, Alternative Methods for Estimating Airport Development Costs, 5/15/72.
- Order 5200.2, Pilot Reporting Procedures, 8/24/67.
- Order 5210.1, FAA Aircraft Fire and Rescue Training Film, "Blanket for Survival," 10/27/65.
- Order 5220.2A, A Modern, Well-Designed Aircraft Fire and Rescue Track, 2/10/69.
- Order 5220.3C, Installation of Arresting Systems on Active Runways at Joint Civil/Military Airports, 2/14/75.
- Order AS 5300.1, Background Information in Guidance Material, 12/17/65.
- Order 5300.3, Use of "Working Draft" Airport Standards, 4/6/70.
- Order 5340.2, Interim Guidance on Installation of Retroreflective Taxiway Guidance Signs, 5/10/71.
- Order 5370.1, Compaction Requirement for Bituminous Concrete; P-401, P-408, P-201, 12/31/69.
- Order 5370.3, Gradation of Granular Materials, 5/21/70.
- Order 5370.5, Methods for Grading Asphalt Cements, 4/26/72.
- Order 5370.6, Use of Job Mix Tolerances When Specifying Bituminous Concrete Base and Surface Courses: Items P-201 and P-401, 4/17/75.
- Order 5390.3, Interim Guidance for Planning and Development of Heliports Under the Highway Safety Program, 1/31/69.

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APA-4

78-35 August 28, 1978

BALLOONISTS HAD FAA HELP

FAA played a significant role in the successful transatlantic flight by three American balloonists; among other things, the agency issued special agency airworthiness certificate for the now famous Double Eagle II. "Before the flight I thought they'd make it," said John Van Horn, Chief of the Portland GADO, the man who signed the airworthiness certificate for the balloon. "I had a good feeling about the flight because I worked with the crew," Van Horn said. "I realized they had learned a lot in last year's unsuccessful attempt. (See page 2)

NEW SFO PROGRAM POSTPONED

Implementation of the Strengthening Field Operations (SFO) program has been postponed from the September 5 date announced in last week's INTERCOM. Circulation of details about the SFO program also has been delayed. The postponement will allow additional time to complete two key actions necessary for accomplishing the objectives of the SFO program. These are the adjustments of office and service employment ceilings and the streamlining of their organizational structures. In the interim, the Field Placement Program (FPP) will continue with important modifications. Employees in offices and services that have been identified as being below their assigned (See page 2)

HIGHEST EEO AWARDS PRESENTED BY AGENCY

The agency's highest award for achievement in the Equal Employment Opportunity field went to seven FAA employees last week in a ceremony in Washington headquarters. The seven were selected from 21 regional and headquarters nominees by a special employee panel. Each received FAA's Award for Superior Achievement for accomplishments in EEO from Associate Administrator Weithoner. Victor T. Abbondolo of the Eastern Region was honored for being instrumental in designing and implementing the Upward Mobility Program for electronics technicians and for helping establish the Cooperative Education Program. Ernest W. Barr of Southwest Region received the award for encouraging the development of high-potential female employees long before EEO was popular or mandatory. Hazel J. Dillard of the Central Region was recognized for her work in helping to obtain the first U.S. Civil Service Commission/FAA-approved training agreement, which enabled the Central Region to select women with no training or experience for upward mobility training in electronics. George W. Hill of Air Traffic Service (assigned to NAFEC) was cited for a long record of involvement in EEO activities and particularly for his successful efforts in ensuring (See page 3)

BALLOONISTS (From page 1)

I was with them when they filed their flight plan, and I was there when they lifted off." Van Horn also said that he stayed in contact with the balloonists' control center throughout the flight and that he is now putting together a scrapbook on the flight, which will include a copy of the airworthiness certificate he signed. Van Horn and two air traffic representatives held meetings with the three balloonists before the flight, going over both the balloon's operating limitations and the flight route. Double Eagle II was launched from Presque Isle, Me., at 7:50 p.m. on August 11 and landed in a wheat field near Paris, France, August 17, making the Americans the first balloonists in history to conquer the Atlantic. Other FAAers who were involved in the flight and its preparations were Jules Arel, Chief of the Houlton, Me., Flight Service Station and Tom Killion, the air traffic representative from Loring Air Force Base, Limestone, Me. It culminated with the FAA Award for Extraordinary Service presented to the three men--Ben L. Abruzzo, Maxie L. Anderson and Larry M. Newman, all of Albuquerque, N.M.--by Deputy Secretary of Transportation Alan Butchman.

SFO PROGRAM (From page 1)

employment ceilings may not apply for vacancies advertised under FPP procedures and those already under consideration will not be released unless a reporting date already has been assigned. However, these employees will be considered for field positions along with other qualified applicants under normal placement or merit promotion procedures after the Director of Personnel and Training determines that these positions may be filled under these procedures.

MORE POWER ON LINE

The primary power sources for critical equipment at en route centers, the Power Conditioning Systems (PCSs), are being beefed up under a million dollar contract with Acudata Systems, Inc. of Gardena, Calif. The rating of the systems is being upped from 200 to 250 kilovolt amperes (KVA) in order to have power available for new systems such as FSS automation, DABS and other future critical equipment. The contractor will begin making the modifications at the centers in early January and proceed at the rate of one center per month.

LIFE INSURANCE RATES CUT

All employees presently covered by the Federal Employees' Group Life Insurance Program will see a reduction in life insurance rates in their September 10 paychecks. The present employee contribution of 35½ cents per \$1,000 of coverage will be reduced to 25½ cents. Although the rates for both regular and optional insurance will change, the coverage will remain the same. Employees with a salary of \$8,000 or less are covered with \$10,000 of regular life insurance; coverage for employees who earn more than \$8,000 is determined by rounding the salary to the next thousand, plus \$2,000. You may determine your biweekly cost by multiplying each \$1,000 of coverage by 25½ cents. Example: \$10,250 Salary = \$13,000 coverage x \$.25½ = \$3.32 cost per payday. Rates for the \$10,000 optional insurance coverage are based on the employee's age. The reduced rates are: under age 35, \$.60; ages 35 thru 39, \$1.00; ages 40 thru 44, \$1.70; ages 45 thru 49, \$2.40; ages 50 thru 54, \$3.50; ages 55 thru 59, \$7.50; and ages 60 and over, \$9.00.

NEW SUPERVISORY COURSE LAUNCHED

A completely redesigned initial supervisory course will be launched at the Management Training School in Lawton, Oklahoma, starting on October 2. During the prototype the effectiveness of the design and the length of the course will be carefully evaluated by subject matter experts, training specialists, and students and revisions will be made based upon their analyses. The new course will be considerably strengthened over the present course in the areas of performance improvement, constructive discipline, and labor-management relations. The prototype is designed in a "Core plus Specialty Branch" format. Students from all job categories will be assigned to classes together for the "Core" portion of the course. After approximately eight days, they will be divided into classes by occupation to receive specialized training relating to their own jobs. Initially, there will be two specialty branches, each lasting about twelve days, with others developed as need and feasibility dictate. One of these initial branches will be for newly selected air traffic supervisors and one will be for all other supervisors.

PROPOSED RULES DROPPED

The agency has withdrawn notices of proposed rulemaking that would have set up a special certification category for home-built aircraft, required the installation of vibration monitors in wide-body jet aircraft and formalized the status of FAA test pilots. The agency has also withdrawn "advance" notices that dealt with the in-flight leaking and subsequent freezing of liquids from the drain systems in aircraft lavatories and the establishment of minimum standards for air ambulance operators.

BROWN RETIRING

Lyle K. Brown, twice director of the Alaska Region, has announced his retirement, effective the end of August. Brown, who joined the agency as a controller at the Cincinnati en route center in 1946, said he came from the private sector and he expects to return there. He was director of the Alaska Region from 1967 to 1970 and then spent three years in the "lower 48" as director of the Great Lakes Region before returning to Alaska. An Air Force veteran and a commercial pilot, he plans to live in Washington State after his retirement.

EEO AWARDS (From page 1)

the selection and promotion of minorities and women. Walter R. Moon of the Western Region received the award for positive leadership in promoting the objectives of EEO and for setting an excellent example. Gora E. Mohammed of the Western Region was honored for establishing a network of Federal Women's Program Committees at major field locations. And Arthur Varnado of Washington headquarters Flight Standards Service was presented with the award because of his long history of working to promote equal employment opportunities for minorities and women.

STRIKE NO BAR TO PAY CHECKS

In the event a postal strike occurs, employees will continue to be paid. Each accounting office will make appropriate arrangements with their regional disbursing office to assure salary check delivery with the minimum delay where possible. Obviously, employees who have their checks sent directly to financial institutions could experience the least delay. For further information, contact Peter J. Verdin, AAA-430, x68141.

WEAVER RE-ELECTED

Clifford L. Weaver, Chief, Air Carrier Regulations Branch, Flight Standards Service in headquarters, has been re-elected to his sixth one-year term as Virginia State Director and State Commissioner for the age 13-15 and age 16-18 divisions of Babe Ruth Baseball whose headquarters is in Trenton, New Jersey. Weaver, of Springfield, Va., has been affiliated with Babe Ruth Baseball for nine years as a volunteer. He was President of the Springfield Little League for three years, President of Springfield Babe Ruth League for three years and served twelve years, two of them as President, with the Springfield Boys Club (now Springfield Youth Club). He was awarded the Greater Springfield Jaycees Distinguished Service Award for his long and dedicated service to "sports youth activities in Springfield."

SAFETY COURSES OPEN

Registration for University of Southern California safety courses leading to a Master of Science Degree in safety is currently being held. Registration is by mail only. To register call 521-5025 and the appropriate materials will be sent to you. Courses being offered during the fall term--September 18 thru November 10--include: Investigation of Accidents, Management at Accident Prevention Programs, and Experimental Design and Safety Research. All classes will be held in the Forrestal Building at 1000 Independence Ave., next to FOB-10A. Tuition for each course is \$420.

SMITHSONIAN FRISBEE CONTEST

Plastic flying discs of all sizes and colors once again will fill the sky this coming Labor Day weekend at the second annual Smithsonian Frisbee Festival. The festival will be held Sunday, September 3 (rain date: September 4), from noon to 5 p.m. on the west side of the Washington Monument grounds. All events are free and open to the public and picnics are encouraged. The festival, which is sponsored by the National Air and Space Museum, will feature three disc-catching dogs, and other Frisbee stars.

TOASTMASTERS CAN HELP YOU

Learning how to make a poised, effective presentation before a group is only one of the skills you can learn by joining Speechmasters/Toastmasters. You also can learn, for example, how to sharpen your analytical skills by evaluating other speakers' performances with a view toward helping them and yourself. You can get a chance to see how that's done, Tues., Aug. 29, when the local chapter of Speechmasters/Toastmasters holds an evaluation contest in conference rooms 8 ABC from 12 thru 1 p.m. Club members will be asked to evaluate one of their colleague's performance, and they in turn will be judged on how well they do that by a group of professional evaluators. Come early or stay late and chat with members over a cup of coffee and cookies. And stay around for the contest, if you can. There's no pressure to join the club, but this will give you an opportunity to see how Speechmasters/Toastmasters works in case you have thought about joining.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APP. 4

78-36 September 5, 1978

'BASIC WIDE' MLS PURCHASED

The agency has awarded a \$1.9 million contract to the Bendix Corp. Communications Division of Baltimore for prototype development of an advanced microwave landing system (MLS) that will meet the demands for precision all-weather approach and landing guidance at large airports. Called the "Basic Wide" MLS because of the antenna system used, it will provide more precise guidance than the simpler, lower cost MLS versions which already have been developed and demonstrated at various airports (See page 2)

PAY RAISE ANNOUNCED

President Carter last week announced his proposal for a 5.5 percent pay raise for Federal employees. This is somewhat less than the 8.4 percent recommended by the Federal Advisory Committee. In a message to Congress, Carter said he is recommending the lower figure to "allow the Federal government to set an example for labor and industry and lead the fight against inflation by example, and not just words alone."

WIND SHEAR SYSTEM COMING ON LINE

A system that warns controllers with visual and aural alarms of low level wind shear conditions will be installed at an estimated 17 additional U.S. airports early next year under a contract which is expected to be \$1.7 million. The agency has been testing wind shear alert systems at seven other airports for the past year and will begin using that equipment on a full-time operational basis at those sites beginning in September. Low level wind shear can be particularly hazardous during takeoff and landing when an aircraft may not have sufficient speed or altitude to recover from sudden and dramatic wind shifts. Changes in wind direction and speed as much as 180 degrees and 50 knots within 200 feet of the ground, for example, have been observed. The system, developed for FAA by EMR Telemetry of Sarasota, Fla., uses a mini-computer that measures wind speed and direction from as many as five points around the field periphery. It compares these readings with the wind at the center of the airport. When significant (See page 3)

GERBILS SNIFF OUT TROUBLE

Can gerbils be used to thwart aircraft hijackers and other terrorists who claim to be carrying bombs? Nobody really knows the answer right now, but the agency has launched a two-year study to see if gerbils and other rodents can be trained to detect the odor of explosives and push a button or respond in some other way if they do. Like dogs, gerbils and other rodents have a highly developed sense of smell. But they are easier to train than dogs, don't cost as much and are cheaper to feed. But don't expect to see an airport policeman walking through the terminal building with a gerbil on a leash as if it were a bomb-sniffing dog. The plan is to maintain the gerbils in a stationary location and run the baggage by them.

AGENCY CLEARS TOLUENE

An FAA investigation has found no safety hazard associated with the use of toluene as a substitute for tetraethyl lead to maintain the octane rating of low-lead aviation fuels. The agency initiated the Directed Safety Investigation (DSI) in March because of reports that high concentrations of hydrocarbon chemicals, such as toluene, in 100-octane low-lead avgas could soften or dissolve plastic components in aircraft fuel systems and perhaps cut off the flow of fuel to the engine. Although the DSI determined that toluene created "no safety problem," it did identify a number of service difficulties, such as swelling of seals used in fuel system connections. However, it added that these problems are well known and normally handled in routine maintenance.

CLASSIC ERROR CITED

An often discussed error--failure to remove control locks from the plane's rudder and right aileron--was the probable cause of last December's accident which killed the members of the University of Evansville basketball team, the National Transportation Safety Board has reported. The DC-3 crashed less than 90 seconds after takeoff from Dress Regional Airport in Evansville, Ill., on Dec. 13, 1977. All 26 passengers and three crew members aboard were killed. Control locks are used to prevent damage of moveable surfaces of an aircraft while it is parked on the ground. Also mentioned as a contributing cause was a "rearward center of gravity," which was caused by improperly loaded passenger baggage. Copies of the report are available free from: Publications Branch, NTSB, Washington, D.C. 20594.

'BASIC WIDE' (From page 1)

around the world. The new equipment will be installed by FAA at NASA's flight test center in Wallops Island, Va., next summer. Tests will run for approximately six months as a joint FAA-NASA-USAF effort. The U.S./Australian developed MLS was adopted by the International Civil Aviation Organization earlier this year as the standard approach and landing guidance system of the future. Eventually, it will replace the instrument landing system (ILS) found at most major airports around the world.

CLAPPER RESIGNS

Peter Clapper, Assistant Administrator of Public Affairs resigned his position last week. He said his future plans are indefinite.

WIND SHEAR

(From page 1)

differences are found, the alarm is triggered in the tower cab, and the controller warns the appropriate pilots. Locations slated to get the Low Level Wind Shear Alert Systems (LLWSAS) next year are: Miami, St. Louis, Washington National, Pittsburgh, New Orleans, Dallas-Ft. Worth, Orlando, N.Y. LaGuardia, Memphis, Ft. Lauderdale, Kansas City, Detroit Metropolitan, Minneapolis, Cleveland, Philadelphia, Indianapolis, and Newark. Wind shear alert systems are already in place at Tampa, Atlanta, Oklahoma City, Houston, Denver, Boston, and N.Y. JFK Airport.

DONT LOSE LEAVE

The Office of Personnel and Training is reminding all employees that "use or lose" annual leave must be scheduled and approved in writing before December 3. 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 (January 13, 1979) 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. Even those employees on sick leave awaiting a disability retirement determination must schedule their annual leave to avoid possible forfeiture of it.

ICAO SEEKS APPLICANTS

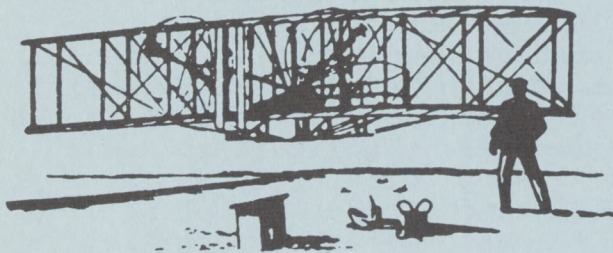
The following assignments are now available with the International Civil Aviation Organization (ICAO). LIMA 2 years - PC-35/78 ICAO Representative, P-0/P-5. P-0, Gross: \$43,890 and Net (free of tax): \$26,931 without dependents and \$29,245 with dependents. P-5, Gross: \$38,190 and Net (free of tax): \$24,298 without dependents and \$26,299 with dependents. Language Requirement: Command of Spanish and English essential, and a working knowledge of French desirable. Applications due in AIA-19 by Oct. 18, 1978. Federal employees accepting ICAO assignments are entitled to restoration rights. For more info, contact your personnel office.

PROPOSALS WITHDRAWN

The agency has withdrawn four separate rulemaking proposals dealing with the post-crash fire problem to clear the way for the development of a single, comprehensive regulation aimed at reducing the death toll in such fires. The comprehensive regulation will be based on the recommendations of a special committee of government and industry experts to be called SAFER--for Special Aviation Fire and Explosion Reduction Advisory Committee. The committee will deal with all the aspects of post-crash fires, with the emphasis on reducing the number and severity of such fires and minimizing the adverse effects of smoke and toxic gases given off by burning fuel and cabin interior materials.

THE BROTHERS WERE WRIGHT . .

A display honoring the Wright Brothers and the 75th Anniversary of powered flight opens today in the FAA Public Information Center, just off the lobby in FOB-10A. The multi-faceted display features historic photographs of the Wrights and their aircraft; milestones in the history of aviation; a comparison of the



Wright Flyer and a Boeing 747; a dramatic recreation of the world's first powered flight using a moving model and "on-the-scene" voice description; a photo montage of FAA people who help make flying safe today; as well as a new "FAA Story" slide show and larger-than-life photos of the Wright Brothers themselves. Helping to inaugurate the display will be Prof. Charles Gibbs-Smith, British aviation historian and Wright Brothers expert now with the National Air and Space Museum, who will give a talk on the Wrights at 10 a.m. Y'all come!

BANKER'S HOURS INSTITUTED

Beginning September 1 the Transportation Federal Credit Union's FAA Branch and Nassif Branch started new hours--9 a.m. - 3 p.m. Monday through Friday. The Leesburg/Dulles Branch started evening hours last Friday, staying open until 8:00 p.m. These evening hours will be continued for a 90 day trial period. If member use is not satisfactory they will be dropped.

HISPANIC HERITAGE FETE

The Department of Transportation will observe National Hispanic Heritage Week September 11-15. Events will include business and banking seminars, presentation of awards for promoting employment of Hispanics, and outdoor concerts by the U.S. Coast Guard Band and Latin jazz band. By Presidential Proclamation, National Hispanic Heritage Week has been observed each year since 1968. Secretary of Transportation Brock Adams will open the week's activities at 2:00 p.m. on September 11 in Room 2230 of the Nassif Building, Seventh and D Streets, SW. For a complete schedule of events call x64670.

ATCS EXAM COMING

The competitive ATCS examination will be open during September with testing in October. All interested employees who have a college degree or 3 years of progressively responsible work experience may apply. To apply, you should complete CSC Form 5000 B and forward it to the U.S. Civil Service Commission, 1900 E Street, N.W., Washington, D.C. 20415. Applications will be accepted from September 1 thru 30. To prepare for the examination, pre-test orientation sessions have been scheduled for September 11 thru 15, in Conference Room 8ABC, from 5:30 to 7:30 p.m. All interested employees are invited. The appropriate forms will be available at the orientation session.

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FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

ADP/4

78-37 September 11, 1978

MAY BE NAMED FOR LINDBERGH

The new "Common I," or Terminal Radar Approach Control facility in Hempstead, N.Y., may be called the "Charles A. Lindbergh Building." Legislation making that possible has been reported out by the House Committee on Public Works and Transportation but must still be voted on by the House and the Senate. This newest ATC facility, which will handle approach and departure control for the three major and several smaller airports in the New York area, is located close to the point where Lindbergh took off on his historic flight. (See page 2)

CARTER PROCLAIMS WRIGHT DAY

President Carter has issued a proclamation asking the people of the Nation to observe December 17 as Wright Brothers Day. The Presidential proclamation states that although the first successful flight in heavier-than-air aircraft lasted only 12 seconds and covered a distance of only 120 feet, it "launched man into the age of powered flight," and the significance of the Wright Brothers' achievement "to men and women everywhere is profound." The proclamation also notes that "the 'Wright Flyer' was driven aloft by a four cylinder, 12-horsepower engine also ingeniously (See page 2)

PREDEVELOPMENTAL TRAINING PROGRAM REVAMPED

The agency plans to embark on a new approach to its Predevelopmental Air Traffic Training Program. Emphasis will be placed on standardizing the four-phase, 52-week program, and the training content will be strengthened to better prepare the students for entry into the ATC developmental courses. Phase I, Indoctrination to FAA, will be conducted in the predevelopmental's employing region during the first two weeks after entry on duty. Phase II, Basic Aviation and Air Traffic Familiarization, will consist of 17 weeks of formal classroom instruction and workshop exercises. The training will be conducted on the University of Oklahoma campus at Norman, with on-campus student housing and meals provided. A prototype class will begin Sept. 26, 1978. Phase III will provide training in each of the three air traffic options. Phase IV will consist of on-the-job training at the predevelopmental's assigned facility. Field organizations and unions representing employees in the air traffic field have been given the opportunity to comment on the program directive and FAA hopes to implement the training early next year.

LINDBERGH (From page 1)

The ARTS IIIA, which was delivered to Hempstead last month, is now being installed. According to the present schedule, it will be commissioned in October 1979 after a training and shake-down period. Until that time, IFR aircraft operating in the New York area will continue to be handled by the "Common I" facility at JFK International Airport in Jamaica, N.Y.

WRIGHT DAY (From page 1)

fashioned by the two brothers." Although the fourth flight, made that same day, was considerably more successful, it is that first 120-foot flight that is remembered and celebrated.

WEATHER TO BE AIRED

With financial help from FAA and other groups, Public Broadcasting Service television stations will broadcast aviation weather briefings five mornings a week starting in October. The 15-minute programs will be designed particularly for private pilots but will be useful to all who fly. The programs will be presented nationally Monday through Friday in the early morning for each time zone and individual stations must be checked to determine exact time of broadcast. Friday programs will highlight predicted weekend conditions. The programs will be prepared by the Maryland Center for Public Broadcasting. Besides FAA, organizations contributing to the funding of the programs are: Aircraft Owners and Pilots Association, General Aviation Manufacturers Association, the National Business Aircraft Association and the National Pilots Association.

HATCH ACT

Employees are reminded that certain partisan political activities in both primary and general elections are governed by the Hatch Act. The following list of do's and don'ts for Federal workers is offered for general guidance. If you need more information or have a specific question, contact your servicing personnel management division.

Federal employees may:

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

Federal employees may not:

- campaign for partisan candidates or political parties;
- work to register voters for one party only;
- make campaign speeches or engage in other activity to elect a partisan candidate;
- be a candidate or work in a campaign of a candidate if any candidate represents a national or state political party;
- collect contributions or sell tickets to political fund-
- distribute campaign material in a partisan election;
- organize or manage political rallies or meetings;

(See page 3)

SAFETY RULES PROPOSED

Proposed new safety rules for facilitating the emergency evacuation of airline passengers in accidents and other critical situations have been issued by the agency in the on-going program to update and clarify safety regulations. One of the proposals would require an illumination system for passenger evacuation slides that is independent of the aircraft's main emergency lighting system. Another proposed rule change would require that the flight crew have a means to overcome a jammed cockpit door so they can enter the passenger compartment and assist with an emergency evacuation. Copies of the notice are available from the Office of Public Affairs, APA-420.

HOW TO BECOME A STATISTIC

The Employment Branch, APT-150, has been advised by the American Statistical Association (ASA) that it is preparing a Directory of Minority Statisticians. The purpose of the directory is to identify minorities working, seeking work or pursuing a degree in statistics and related fields. Employees who wish to be listed in the Directory should contact Ms. Hattie Higgins in APT-150, Room 512, ext. 63383.

DON'T SPEND IT YET

The 5.5 percent pay raise proposed by President Carter will go into effect the first full pay period in October--unless, of course, Congress rejects the proposal, which is considered unlikely. The check reflecting that pay increase, however, will not be in your hands until the end of October. So, hold off on making that purchase until then.

NAME CARDS PRINTED

As a result of an adopted employee beneficial suggestion about write-in name cards being widely used to identify participants at meetings, conferences, training sessions, etc. these cards--FAA Form 1700-3 (8-76)--will become even more useful in the near future. Until the recent suggestion, the cards, which fold tent style to four by ten-and-a-half inches, could be used only once. Now, the form is being revised to provide descriptors on both sides so that it may be refolded and used twice. The original form will be used until supplies are exhausted; after that, the revised form will be available both from the FAA Depot (NSN 0052-00-860-5000; Unit of issue: SH) and, in Washington, from the GSA store.

HATCH ACT (From page 2)

- campaign for or against a candidate or slate of candidates in a partisan election;
- serve as an officer of a political party, or as a member or officer of a committee of a political club, or be a candidate for any of these positions.

GLIDER PILOT REUNION SET

Military glider pilots of the National WW II Glider Pilots Association have scheduled their eighth annual reunion for October 5, 6 and 7 in Springfield, Mass. Those interested in joining the get-together of this dwindling group should contact Ginny Randolph, Reunion Secretary, 136 W. Main St., Freehold, N.J. 07728.



CG BAND TO PERFORM

The United States Coast Guard Band will perform a concert on Wednesday, September 20 at 8 p.m., at the auditorium on Constitution Avenue, between 12th and 14th Sts., N.W. Tickets, although not required, may be obtained by calling the Coast Guard Public Affairs Office at ext. 61587. Admission is free.

'COSMIC AWAKENING' TO CLOSE

"Cosmic Awakening," the multimedia presentation which plays daily in the National Air and Space Museum's Albert Einstein Spacearium, will close September 5. It will be replaced by "Worlds of Tomorrow," whose premiere will be in November, on a date to be announced. In the evenings from September 5 to March 31, Laserium, a special sound-and-light show which employs a sophisticated laser projection system, will be shown in the Spacearium. Laserium shows are Tuesdays, Wednesdays, Thursdays and Sundays at 8 and 9:15 p.m. Showtimes on Fridays and Saturdays are 8, 9:15 and 10:30 p.m. There will be no performances on Mondays. Tickets will be available in advance through Ticketron or, for that evening's shows, at the Spacearium box office in the National Air and Space Museum.

GOLF POSTPONED

The final golf tournament of the year scheduled for Sept. 14 at the Bretton Woods Recreation Center has been postponed. A new date will be announced later.

DISPLAY ON NINTH FLOOR

The Office of Environmental Quality has developed an exhibit explaining the Integrated Noise Model and it is on display outside the office, Room 939.

AWARDS AND REWARDS

The Office of Environmental Quality, presented Quality Step Increases to Patricia A. Lyons, William S. Smith, Jr., Narasimhan Sundararaman, Anthony J. Broderick, Richard N. Tedrick; and Special Achievement Awards to Edmund W. Sellman, John Fabry, Marian Faulk and Ronald D. Shreve. The Flight Standards Service presented Quality Step Increases to William Sacrey, Henri Branting, Bill Boxwell, Eileen Harris, Alcie Payne, Charles Shaffer, Mary Torrance, Evelyn Bevis, Duke Dusaba; and Special Achievement Awards to Bob Allen, Phoebe Boger, Darlene King, William Klieber, Powhatan Kehoe, Shirley Dinkins, Kathy Renaud, Darlene Little, Lillian Payne, Susan Yagoda, Robert Marlott, Mary Seaver and Laretta Blakeslee.

THINKING ABOUT RETIREMENT?

The FY=79 schedule for the ever-popular Pre-Retirement Seminar has been established by the Training and Career Development Branch, APT-130. The seminars are open to interested persons within five years of retirement eligibility. Topics of the seminar include: Civil Service Retirement Benefits; Income Tax in Retirement; Health in Retirement; Changing Life Styles in Retirement; Social Security and Medicare; Psychological and Emotional Aspects of Retirement. Approximately 240 persons attended the 15-hour seminar during FY-78. This year the Seminar will be held from 9 a.m. to 12 noon, Monday through Friday on October 23 - 27, December 4 - 8, March 12 - 16, and June 11 - 15. Employees interested in attending sessions should notify their office/service training contact.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

78-38 September 18, 1978

WAG

APAY

CARTER TO BREAK GROUND FOR NEW NAFEC BUILDING

NAFEC employees will get to see and hear President Carter Tuesday morning, September 19, when the Chief Executive breaks ground for the test center's new Technical and Administrative Headquarters. The President, accompanied by Transportation Secretary Adams, Administrator Bond and several members of Congress, will arrive at the NAFEC airport in Air Force One shortly before the ceremonies. Although the shovel used to break ground for the airport hangar built in 1965 was originally expected to be used as the ground-breaking tool, a more efficient method has been devised. The President's voice will be fed through a computer and used to trigger an explosive device one-fourth mile from the speaker's stand. The explosion will accomplish the real ground-breaking. The \$50 million, two- and four-story rectangular building will be slightly over 900 long and more than 350 feet wide. By comparison, the 10-story FAA headquarters in Washington is 433 by 233 feet. The NAFEC building, which is scheduled to take two years to complete, will be built in two sections. Laboratories, including computer automated labs, will be located in a two-story section while the four-story section will house offices. (see page 2)

REORGANIZATION PLAN: STEP ONE

One of the first steps in implementing the Washington Headquarters reorganization plan became effective last week. The Associate Administrator for Policy Development and Review was redesignated as the Associate Administrator for Policy and International Aviation Affairs (API). Along with this change, the Office of Environmental Quality was renamed the Office of Environment and Energy (AEE), reflecting its newly assigned responsibilities. As is indicated by the change in the Associate Administrator's title, the Office of International Aviation Affairs has been moved under this Associate. In addition, the aviation education functions formerly in the Office of General Aviation were also transferred to this Associate. This creates a new focal point for international aviation, planning, policy, aviation education and energy planning within the FAA. Specific changes include new groupings of the policy, planning and international aviation functions. (see page 3)

CSC BILL ADVANCES

The President's new Civil Service bill last week was passed by the House of Representatives by an overwhelming 385 to 10 vote. According to Congressman Morris K. Udall (D-Ariz.), (see page 2)

LOOKING FOR BOMBS

The FAA and other DOT elements will join with the Departments of Treasury, Energy and Justice next month to sponsor a symposium on "new concepts" for the detection and identification of explosives. In announcing the meeting, the sponsors noted that explosives are involved in an alarming number of terrorists' acts around the world and said the scientific community needs to develop new concepts for detecting bombs and other explosive devices. Current research and development efforts in this area also will be discussed at the meeting, which is scheduled for the Sheraton International Conference Center in Reston, Va., on October 30. Registration will begin at 6 p.m. on the 29th.

FAA HELPS NAB CROOKS

FSS Specialist John Giles of the Thermal, Calif., flight service station received an unusual call for help on his radio recently. The pilot set the stage by saying, "Thermal radio, I have a unique problem. . . . You're not going to believe this, but I departed Bermuda Dunes a few minutes ago, and I'm flying over my house right now, and I see two guys in a white pickup ripping off my house." Giles got the pilot's address and then contacted the police. As a result, a squad car arrived at the scene in time to follow the white pickup as it left the house. The police quickly corraled the culprits and the caper was brought to an end.

CARTER (from page 1)

The building will replace 36 World War II-era wooden structures. It is actually being built by the Atlantic County Improvement Authority and will be leased by FAA for 20 years.

'SERENDIPITY' FINDS AIRPORT

The beautifully restored 1941 Stinson had "Serendipity" painted on the gleaming fuselage, but there was trouble under the hood. The pilot, flying on top of a solid overcast, called Bradley Approach Control at Hartford, Ct., to report that his generator had stopped working. Controller Joseph J. Murtari gave the pilot vectors for Bradley Airport. But it was not until the pilot reported that he was "more or less on the assigned heading" that Murtari realized he had real trouble on his hands, and that the plane's gyro and navigation instruments also were inoperative. Soon after that, the pilot reported that he had temporarily lost control of the plane, but now had things in hand again and was back "on top." Without using gyro vectors, Murtari nudged "Serendipity" down through the overcast and on a circuitous route to the airport and a safe landing.

CSC BILL (from page 1)

the bill signals a "new day" for the government's 2.1 million civil servants, with greater rewards for the many good workers and a much speedier exit for those who don't "cut the mustard." A similar bill recently passed the Senate, and Congressional leaders anticipate little difficulty in ironing out the differences between the two bills in the conference committee.

O'HARE SETS RECORD

Controllers at Chicago O'Hare International Airport--the world's busiest airport--set a one-day record of 3,112 instrument operations last week.

AV MEDICINE REMINDER

The Office of Aviation Medicine has a reminder for representatives of personnel and air traffic divisions and all other field facility employees who are responsible for forwarding the psychological screening test results for air traffic control specialist applicants. AAM says the answer sheet must be sealed in an opaque envelope clearly marked, "FOR OFFICIAL USE ONLY. PUBLIC AVAILABILITY TO BE DETERMINED UNDER U.S.C. 522." Moreover, the only correct address to send these results is Federal Air Surgeon, Attn: AAM-300, Office of Aviation Medicine, Federal Aviation Administration, 800 Independence Ave., S.W., Washington, D.C. 20591.

ICAO SEEKING APPLICANTS

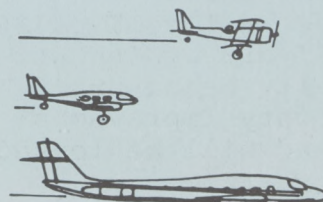
The following assignments are now available with the International Civil Aviation Organization (ICAO). DAKAR 2 years: PC-36/78 Technical Officer, RAC/SAR. PARIS 2 years: PC-37/78 Technical Officer, COM. Salary level for both positions set at P-4, Gross: \$29,940 and Net (free of tax): \$20,209 without family and \$21,756 with family per annum. Language requirement for both positions: Command of English and French essential, and a working knowledge of Spanish or Russian desirable. Applications due in AIA-19 by September 29. Information about duties, salary, qualifications, benefits and applications is available from your personnel office. In addition, employees may be eligible for allowances and all are entitled to restoration rights. Further information concerning ICAO assignments can be found in Agency Order 3330.6B, Chapter 7.

REORGANIZATION PLAN (from page 1)

The redesignation of the Office of Environmental Quality reflects the newly assigned responsibility for energy related matters in our national aviation policy. Certain other airports related responsibilities are transferred from the Office of Aviation System Plans to the Office of Airports Programs. Other activities formerly accomplished by the Office of General Aviation have been integrated into various Headquarters and field elements to bring that category of aviation activities back into the mainstream of the agency.

SETTING THE PACE

The U.S. Civil Service Commission has begun accepting applications nationwide for the Professional and Administrative Careers Examination (PACE) for Fiscal Year 1979. PACE is the general entrance examination for professional employees in the Federal government and also may be taken by current employees to improve their status. During FY 1979, there will be two application filing periods: September 18 to October 12, 1978, and January 22 to February 22, 1979. There also will be two testing periods: November 4 to December 9, 1978, and March 10 to April 7, 1979. Interested persons should contact local Federal job information centers, which are listed in the white pages of area directories under U.S. Government, Civil Service Commission.



TRIPPING THE LIGHT FANTASTIC

Dancing lessons, sponsored by the FA club, are available each Tuesday and Thursday at noon to 12:45 p.m. in the exercise room, first floor of FOB-10A. A professional teacher is on hand for the lessons that cost \$1 per lessor. Also, monthly parties are held by the dance group. This month's party is scheduled for next Wednesday, September 20. It starts at 5:30 p.m. at the L.A. Cafe, 1214 - 18th Street, N.W. All FAA employees are invited, whether in the dance group or not.

TOASTMASTERS TO HOLD 'LAUGH-OFF'

Four members of the local chapter of Toastmasters International will be competing for first place in a humorous speech contest, Tuesday, Sept. 19, from 12 to 1 p.m. in conference rooms 5 ABC. Anyone can attend as a spectator--in fact, they are cordially invited. So, drop by and find out for yourselves if Toastmasters can be humorous and witty or whether they simply talk funny. Incidentally, Toastmasters is not a men's organization, as the name may suggest. It's open to women, too.

TALKING ABOUT MONEY

The third in a series of six investment workshops sponsored by the FA club will be held this Wednesday, Sept. 20 from 12 to 1 p.m. in room 5 ABC, FOB-10A. Each session will cover a different subject, such as, insurance, stocks, bonds, real estate, deferred tax investments, and oil, gas, cattle and antiques investments. All DOT employees are welcome. There is no charge for attending any of these sessions.

FAAers TO BE HONORED

The 11th Annual Departmental Awards Ceremony will be held Wednesday, Sept. 20, in the plaza of the Nassif Building. The ceremony is scheduled to begin at 10:30 a.m. and end around noon. Several FAA employees have been selected to receive awards. Seating has been allocated to each office and service. If you haven't been assigned a seat, don't let that stop you. Drop by anyway. There is plenty of standing room.

NO HOT WATER

GSA has advised that they are temporarily cutting off the Central Heating Plant to perform critical repairs to the system. The work will be accomplished between Sept. 25 and Oct. 4. During this period, there will be no steam for the cafeteria or hot water in the restrooms in FOB-10A. Cooperation of all employees is solicited in contending with this inconvenience of no hot water and cold food served in the cafeteria.

BOND SPEAKS TO AERO CLUB

A limited number of tickets for Administrator Bond's luncheon address to the Washington Aero Club on Sept. 26 still are available and reservations can be made by calling 296-5584. The luncheon begins at 12:30 and tickets are \$8 each.

AWARDS AND REWARDS

The Air Traffic Service presented Quality Increase Awards to Walter Flood, Gene Lawing, Lottie Greene, William Titus, Lawrence Kotzker and a Special Achievement Award to James Norton.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APA-4

78-39 September 25, 1978

O.K. TO WORK AFTER 70

Beginning Saturday, September 30, mandatory age-70 retirement provisions are no longer in effect in the Federal government. This means that current employees can continue on the job indefinitely past their 70th birthday. Other amendments to the Age Discrimination in Employment Act (ADEA), effective the same time, include the repeal of statutory prohibitions against permanent appointments for persons age-70 or more. This means that a person could go to work for the Federal government at age-70, work for five years and retire with full benefits for an individual with five years longevity, which is approximately eight percent of the employee's "high three."

IMMUNIZATION RECOMMENDED

Annual flu vaccination is strongly recommended for all individuals with chronic illnesses. Conditions predisposing individuals to greater risk from infections of the lower respiratory tract include: (1) acquired or congenital heart disease associated with altered circulatory dynamics, actual or potential (for example, mitral stenosis, congestive heart failure, or (Continued on page 3)

FAA ISSUES NEW SAFETY RULES

New safety rules that apply to the fast growing commuter airline industry have been adopted by the agency. The FAA rule-making action, which Administrator Bond said culminated the "largest and most comprehensive rulemaking project ever undertaken by FAA," will bring the operational and maintenance requirements for the commuters more closely in line with those for the trunk and local service air carriers. Consistent with these higher safety standards, commuters and air taxis will be permitted greater flexibility in the operation of larger, more productive aircraft. Currently there are more than 200 commuter airlines providing scheduled passenger, cargo, or mail service to more than 600 communities across the U.S. Also affected by the rule change are 4,300 air taxi operators. In general, the new rules set tougher maintenance standards for all operators; upgrade pilot training, testing and proficiency requirements; and require additional safety equipment on larger aircraft. Among the major changes are:

- o Pilots on virtually all multi-engine commuter airline aircraft will be required to have an airline transport pilot's certificate. (Continued on page 2)

COMMUTER AIR TAXIS (from page 1)

- o FAA-approved flight crew training programs, similar to those prescribed for trunk and local service carriers, will be required.
 - o Depending on their size and scope, some operators will be required to have certain supervisory positions--such as a chief pilot, a director of operations or a director of maintenance.
 - o All multi-engine aircraft with 10 or more passenger seats must carry thunderstorm detection equipment.
 - o Jet aircraft with 10 or more passenger seats must be equipped with a cockpit voice recorder and a ground proximity warning system.
 - o All aircraft with more than 19 passenger seats must have public address and crew interphone systems.
 - o All aircraft certificated for 10 or more passenger seats will be subject to a continuous airworthiness maintenance program similar to that prescribed for trunk and local service air carriers, while a smaller aircraft will have to meet strengthened maintenance standards.
- The revised Part 135 will become effective on Dec. 1, 1978, although operators will be afforded additional time to comply with various equipment and other requirements.

'CATCH 22' IN REGS ELIMINATED

The agency is changing its regulations to permit private aircraft owners and other noncommercial operators to accept payment for transporting candidates for elected Federal offices. FAA's action is prompted by the Federal Election Commission requirement that all candidates for Federal offices pay for their air transportation. This created a con-

flict with FAA rules for the private citizen who wanted to carry candidates on their own aircraft. FAA rules generally prohibited the receipt of FEC required payments by any operator who does not have an air taxi or similar commercial certificate. Today's action change will allow the private aircraft owner to carry a candidate and accept the FEC required compensation without first becoming a commercial operator. The change is included as part of a total overhaul of Part 135 of the Federal Aviation Regulations which govern the operation of air taxis and commuter airlines. However, since the revised Part 135 does not become effective until December 1, FAA is issuing a Special Federal Aviation Regulation that will put the change into effect before the November Congressional election campaign.

FAA IS SNOWJOB VICTIM

By now, you've probably heard about the Sidney snowplow incident. This little town in Nebraska wanted FAA aid to buy a snowplow for its airport--nothing fancy, just something to keep the runways clear when winter worked its worst. But then, according to news media accounts, FAA entered the picture and said, no, you've got to buy a big, expensive snowplow--something that will throw the snow into the next county. Moreover, you've got to put up a building to house the vehicle because we don't want any snow falling on the snowplow. Great story. Enough material there for a dozen Proposition 13s. The only problem is that the story's not true. The fact is that the agency has no requirements for snowplows at airports or buildings to house (See page 4)

VACCINE (from page 1)
pulmonary vascular overload);
(2) any chronic disorder with compromised pulmonary function, such as chronic obstructive pulmonary disease, bronchiectasis, tuberculosis, severe asthma, cystic fibrosis, neuromuscular and orthopedic disorders with impaired ventilation, and residual pulmonary dysplasia following the neonatal respiratory distress syndrome; (3) chronic renal disease with azotemia or the nephritic syndrome; (4) diabetes mellitus and other metabolic diseases with increased susceptibility to infection; (5) chronic, severe anemia, such as sickle cell disease; and (6) conditions which compromise the immune mechanism, including certain malignancies and immunosuppressive therapy. The flu vaccine will be given for Washington headquarters personnel at the FAA Medical Clinic, Room 327, from 9:00 a.m. to 3:00 p.m., from September 25 through 29th.

GOLDEN MEDALLION AWARDED

The Air Traffic Control Association's Golden Medallion Award was recently awarded to the Wind Shear and Wake Vortex Branch, Airport Division, SRDS, for a staff-written article on "The Low-Level Wind Shear Alert Program" in the October-December 1977 Journal of ATC. Contributing to the article were: H. Guice Tinsley, Frank Coons, Myron Clark, Lt. Col. Larry Wood, J.P. McVicker and Nancy Watson. Mr. Tinsley will accept the award on behalf of the branch at the annual ATCA meeting on October 5 in Fort Worth, Texas.

AF SEEKS OLD PLANES

The Air Force is looking for planes for display at the world's oldest and largest military aviation showplace located at Wright Patterson AFB, near Dayton, Ohio. Anyone with information on old classic craft, particularly those used by the Army or Air Force that represent progress in military aviation can contact: Royal D. Frey, Curator, U.S. Air Force Museum, Wright Patterson Air Force Base, Dayton, Ohio 45433. Planes particularly in demand include any World War I aircraft, U.S. and foreign, and a large variety of military planes from the 1919-1941 period. The museum does not have funds to pay for information or new/old planes, but it would be most grateful for any assistance.

BELANGER IS HONORED

Raymond G. Belanger, the recently-retired Director of FAA's Air Traffic Service, received the Secretary of Defense's Civilian Meritorious Service Medal at Washington Headquarters last week. This is the Department of Defense's highest Civilian award. Mr. Belanger was cited for exceptional achievement to the United States in support of the national defense during his tenure as Director of Air Traffic Service.

CLAIM POSSIBLE AGAINST VAN LINE

R.C. Van Lines, Inc., operating from headquarters in Atlanta, Ga., has filed bankruptcy proceedings in the Atlanta Division of the United States District Court. Any person who has moved via R. C. Van Lines, Inc. and has an unsettled or outstanding claim has a limited time to file a claim with the court to be considered a part of the bankruptcy proceedings.

SNOWJOB(from page 2)

them. Tex Melugin, Central Region Director, told the city this by wire. However, by the time Sidney got the straight word on this, the city manager already had given his version of the story to the news wires and they covered the country with it like--you'll excuse the expression--a blanket of snow.

HELPING HISPANICS

Bolivar Perez Rios, Administrative Officer for the San Juan Area Office, and Manuel E. Cantel, Compensation and Staffing Specialist for the Personnel Management Division in Atlanta, have been presented Exceptional Service Citation Awards by the Office of Civil Rights for their outstanding contributions to the Hispanic Employment Program. Rios and Cantel displayed extraordinary initiative in spearheading a move to amend the FAA's hiring practices in San Juan. Due to their efforts, the FAA can expect to significantly increase the number of Hispanics employed in the San Juan area. As these new employees are promoted and relocated, FAA can expect to improve its Hispanic representation in the states also.

FAAers CITED BY DOT

A total of 16 FAAers were honored during the 11th Annual Department of Transportation Awards Ceremony held last Wednesday, Sept. 20, in the Plaza of the DOT headquarters building. Awarded the Secretary's Gold Medal was the recently retired Director of Air Traffic Service, Raymond G. Belanger, for his distinguished and inspirational leadership in directing the nation's air traffic control system. Receiving Silver Medals were: John C. Adams (ASW), Thomas J. Creswell, Director of

the Mike Monroney Aeronautical Center, Frank L. Frisbie (ARD), John A. Hargrave (ACE) and Joseph B. Nestor, Deputy Director of the Pacific Region. Presented the Secretary's Award for Excellence were: Agnes James (AMS), Carol A. Kennedy (ANE), Veronica Mathews (ACE), Carol J. Montgomery (AAT), Denise Musgrove (AOA). Helen Myers (ASW) and Alice Stevens (ANW). Alfred B. Bruck (AAL) and Arthur Varnado (AFS) both received awards for excellence in EEO, and Kenneth Hawkins (APT) was presented the outstanding handicapped award.

SUPERVISORY TRAINING NEWS

The Training and Career Development Branch will conduct an orientation program in the FAA auditorium, Thursday, September 28, 9 a.m. - 10 a.m., for attendees of the revised Supervisory Initial Course (01250/60/70) at the Management Training School. There will be handouts and videotape on the core plus specialty branch format of the new, longer Supervisory Initial course at Lawton. Significant changes in course content and methodology will be applied in the October 2 - 27 prototype. Managers at all levels are encouraged to attend the orientation so that they can be better prepared to give precourse counseling to potential attendees.

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FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APA-4

78=40 October 2, 1978

ADMINISTRATOR BOND BACKS CERTIFICATION PROCESS

BOND BACKS CERTIFICATION PROCESS
Recent attacks by the Air Line Pilots Association on the aircraft certification process are part of an "intense lobbying campaign" by the union to ensure three-pilot crews on future jet transports, Administrator Bond charged last week. Testifying at a Congressional hearing, Bond said ALPA was not really concerned with the certification process per se but rather with the issue of employment for its members. He noted that ALPA's request to "open" the certification process to permit participation by the union and other third parties, "has the appeal of a Lorelei and the substance of smoke."
(Continued on page 3)

PRESIDENT LAUDS NAFEC

It's not every day that the President of the United States comes to call. So some 6,000 people turned out at NAFEC last month to watch President Carter break ground for the test center's new \$50 million headquarters building. And they heard the President deliver some very complimentary remarks about the work conducted at NAFEC. "Throughout its 20 years of existence and service, this facility has led the way in development of new technologies for civilian (Continued on page 3)

RULE SETS OZONE LEVEL

The agency has issued a proposed rule that would require airlines to limit ozone concentrations in aircraft cabins to acceptable levels. The limitation is intended to eliminate the problem of ozone irritation that has plagued passengers and crew members on some long, high altitude flights. The ozone irritates the eyes, nose, and throat and in some cases leads to severe coughing and chest pains. The regulation would limit the amount of ozone in the cabin to one-tenth of one part-per-million by volume on a time rated average, the standard set by the Occupational Health and Safety Administration. It also would limit to three-tenths of one part-per-million by volume the amount of ozone allowed at any one time in the course of the flight. The regulation envisions that as required the airlines would use either charcoal or catalytic filters to keep the ozone, which is manufactured naturally in the upper atmosphere, out of the cabin. Most long range aircraft will probably require this modification.

BOND FOCUSES ON ILLEGAL CHARTERS

Administrator Bond told a Congressional subcommittee last week that the agency has begun development of tougher rules to deal with the problem of illegal charter operations involving large aircraft. In addition, he said, FAA is finalizing a legislative proposal that would increase the limit on civil penalties from \$1,000 to \$25,000 and apply criminal sanctions for willful and knowing violations of safety regulations as well as falsification or failure to file required records. Bond noted that the adoption of Subpart D of Part 91 of the Federal Aviation Regulations, setting stiffer operating requirements for large and turbine-powered multi-engine airplanes, has resulted in an improved safety record for many operators, particularly in the business and corporate community. However, he said, Subpart D has had little effect on lessors of large aircraft who operate in the "grey area" between common and private carriage and use a variety of "devious schemes" to escape accountability for the operation of their aircraft. Therefore, Bond said, he was establishing a "high priority project" to revise Part 91 for the purpose of (1) making it simpler and clearer to all classes of general aviation operators and (2) upgrading Subpart D by requiring operational and maintenance standards similar to those for the airlines.

AN IRS WORD TO THE WISE

The Internal Revenue Service has a word of advice for Federal employees who claim too many exemptions in an effort to increase their take-home pay. That word is "don't." IRS says employees may claim only one exemption for each legal dependent with one additional exemption allowed for each \$750 of itemized deductions in excess of the standard deduction. The payroll department in each agency is responsible for evaluating each Employee's Withholding Allowance Certificate (W-4's) and notifying IRS when it appears that employees are claiming excessive exemptions. And that could be trouble because IRS says it will pursue vigorously all cases involving employees filing false W-4's. Employees can get further clarification on these points from their payroll office

DFs FOR ILSs PURCHASED

The agency has purchased 665 emergency locator transmitter portable direction finder units with delivery to airport towers and flight service stations scheduled to begin next month. These units are intended to deal with the problem of false ELT alarms that are inadvertently set off by hard landings. Using this equipment, controllers and specialists will be able to pinpoint which plane is transmitting the signal and have it deactivated. The DFs are being manufactured by L-Tronics of Santa Barbara, Calif.

POTENTIAL SATELLITE USERS MEET

The potential use of a military satellite system for navigation by general aviation pilots will be discussed at a joint FAA/National Aeronautics and Space Administration (NASA) seminar scheduled for October 16 and 17 at FAA Headquarters in Washington. The seminar will focus on the development of low-cost airborne equipment to permit private and business pilots to use the Department of Defense's 24-satellite system designated as the Navigation Satellite Timing and Ranging Global Positioning System (NAVSTAR/GPS). Studies by FAA and NASA have indicated that the key to widespread use of this satellite system depends on the development of low-cost GPS user equipment that meets or exceeds the performance of today's navigation systems. For further info, contact Jack Reid, FTS 426-3679.

AFS GETS SILVER CIRCLE

A Silver Circle Award has been presented to Flight Standards Service by Rockwell International, the manufacturer of the jet Sabreliner which is used extensively by the agency for flight inspection work. The plaque recognizes that Flight Standards has been using the Sabreliners now for over ten years. The first five Sabreliner model 40s were purchased in the spring of 1967 and 15 of the updated model 80s were added several years later. Essentially the Sabreliners replaced a considerably larger fleet of older and slower DC-3 that had been carrying the burden of flight inspection work for many years. The award was accepted for AFS by Acting Director Joseph A. Ferrarese at the National Business Aircraft Association annual convention in St. Louis.

CERTIFICATION PROCESS (from page 1)

Any such action, he added, would have an adverse impact on safety and seriously undermine this country's leadership position in world aviation by making the trade secrets of U.S. industry available to foreign competitors. Bond reminded his audience that the present certification process is "the foundation of the tremendous safety record of U.S. aircraft manufacturers" and is responsible in large part for "the preeminence of the U.S. in the sale of aircraft throughout the world."

NAFEC (from page 1)

air flight, which have given our nation the safest possible record in the air of all modes of transportation," the Chief Executive said. "Its experiments here have made possible innovations in such areas as crash techniques, rescue techniques, fire safety, airway-runway designs, lighting systems, structural stress, also wake turbulence, radar and many others of a similar benefit to the American people. These innovations, for which the nation thanks you, must continue."

FORECASTING SESSION SET

The agency will hold its fourth annual Aviation Forecast Conference at the Capitol Hilton Hotel in Washington, D.C., on October 24. Most of the one-day session will be devoted to two panel discussions. "Forecasting and Government Decisionmaking" will be the subject of the morning panel and "State and Local Forecast Applications" will be covered in the afternoon. FAA's latest 10-year "Aviation Forecasts" also will be released at the conference.

STOP THAT THIEF

The Office of Investigations and Security reminds us that in recent weeks there have been several incidences of theft of wallets from purses and coats in FOB-10A. The thieves in all these incidents were aided by employee carelessness in leaving unattended handbags and jackets in their work areas. Aside from the cash, losses include credit cards, driver permits and other identification media. Employees are requested to take adequate precautions to properly safeguard their valuables.

CACTUS AND IVY FEATURED

The U.S. Botanic Garden will host an exhibit of cacti and other succulents (plants with "fleshy and juicy tissues") October 14 and 15. Sponsored by the National Capitol Cactus and Succulent Society, the exhibit will feature more than 300 plants, some rarely seen in cultivation. In addition, a 30-minute lecture and demonstration will be repeated six times beginning at 10 a.m. on the 15th. For those who prefer plants a bit less hostile than cacti, the Botanic Garden is offering a one-hour short course in the care and feeding of English ivy, October 4 through 7. The course will be repeated twice each day at 12 noon and 2 p.m. Located at First and Maryland Ave., SW, the Garden is on a 9 to 5 daily schedule with free admission. Call 225-7099 for more information.

LECTURE & FILM SERIES BEGINS

The National Air and Space Museum is offering a weekly lecture series during October on "Planet Earth: A New Look at an Old Planet." There also will be a

weekly series of World War II aviation films detailing man's continuing effort to blow up Planet Earth. The schedule for this week follows:

Rediscovering the Earth--Science writer Neal Calder reviews three important phases in the exploration of earth, beginning with Copernicus and the ocean navigators. Wed., Oct. 4, 8 p.m.

Tora! Tora! Tora! (1970).--

Explains how the Japanese pulled off the Pearl Harbor raid. Big cast headed by E.G. Marshall and Jason Robards. Thurs., Oct. 5, 7:30 p.m.

GROUND SCHOOL OFFERED

The FAA Flying Club is sponsoring a private pilot ground school course in FOB-10A beginning October 2. The evening course is open to the general public as well as FAA/DOT employees. No fee will be assessed for the course but each student will need to purchase a textbook. For information, call Tim Helsing on 931-7538 after 6 p.m.

FAA GOLF TOURNAMENT

The FA Club final outing for 1978 will be held at the Brettonwoods Country Club on Tues., Oct. 10, starting at 10 a.m. We have a block of tee times reserved between 10 - 11:20 a.m. Be sure to sign up for tee time in the FA Club sales room beforehand. Flights will be assigned according to handicaps. Both handicaps and flights will be posted on the FA Club bulletin board prior to the tournament. Scores will be posted as you finish and winners will be announced immediately after the last group finishes, which should be about 3:30 p.m. Plan to have lunch or refreshments in the dining room afterwards and stick around to see who win the prizes. You may be one of the winners.

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APP-4

78-41 October 10, 1978

TWO FAAers FROM TEXAS HONORED BY AOPA

Two FAA employees received Meritorious Awards from the Aircraft Owners and Pilots Association last week at its annual Plantation Party in Las Vegas. Both men are from Texas, making this the second consecutive year that the Air Traffic Award and the Flight Service Specialist Award went to individuals in the same state. Last year's winners were from California. Richard Pavlasek, Alice, Tex., Flight Service Station, received the FSS Specialist Award while the ATC citation went to William R. Eudaley of the Dallas/Fort Worth Tower. Pavlasek was selected for a combination of special services, including four instances in which he assisted general aviation pilots to safe landings after they experienced difficulties. He also was cited for his efforts to bring about better understanding between pilots and controllers through Operation Raincheck pilot briefings. The award to Eudaley was made for his handling of an emergency situation when the pilot of a twin-engine airplane became incapacitated. Eudaley talked to the pilot by radio and was able to direct him to a landing at an Air Force base.

LIVE AND IN COLOR

The agency has awarded a \$7 million contract for color TV-type displays that will provide controllers and FSS specialists with up-to-the-minute information on storm systems from both FAA and National Weather Service radars. The 15½-inch television displays will depict the location, size and intensities of thunderstorms and other adverse weather. Six different colors will be used to differentiate between storm intensities ranging from "weak" to "extreme." Called the Radar Remote Weather Display System, the equipment will be installed in the 20 domestic en route centers and the 44 flight service stations in the En route Flight Advisory Service network. General Time Corporation's Electrodynamics Division in Rolling Meadow, Ill., will provide the equipment. Deliveries will begin in 18 months and be completed in three years. In addition to the 151 display systems, the contractor also will furnish 111 transmission units for relaying weather data from the radar sites to the ATC and FSS facilities.

MORE MEDALS FOR SRDS

SRDS' Wind Shear/Wake Vortex Branch has received a second award from the Air Traffic Control Association for excellence in technical writing. ATCA's Silver Medallion was awarded to branch chief Myron Clark for his article "Wake Turbulence--Gone with the Wind," which appeared in the October-December issue of "The Journal of Air Traffic Control." ATCA previously announced that it had selected H. Guice Tinsley and co-workers to receive its Golden Medallion for a separate article about wake turbulence in the same issue of the Journal. The medallions were presented to Tinsley and Clark at the ATCA annual convention last week in Fort Worth.

MISS LILLIAN STAYS COOL

President Carter's 80-year-old mother, Miss Lillian, is not what you would call a "white knuckle" flyer. When the airplane in which she was a passenger developed apparent landing gear trouble on a recent flight from Pittsburg, Kan., to Wichita, Mrs. Carter remained calm and unruffled, according to the pilot. Everyone but Mrs. Carter was pretty tense about the situation, but she "wasn't nervous at all," he said. Fortunately, the pilot of the single engine, retractable landing gear plane also kept his cool. He advised FAA controllers in the Wichita Tower of the problem, and an emergency was declared. Fire equipment was dispatched to the runway and runway lights were turned up. Subsequent checks determined that the landing gear was not damaged and the plane landed without incident.

CONTRACT COVERS MANY TASKS

The agency last week awarded a multifaceted engineering services contract to Kentron International, Inc., of Dallas. Under the contract, Kentron will accomplish a number of different tasks for the agency. For instance, the company will check the grounding, bonding and shielding of electrical cables in all en route centers to make sure they conform to the latest standards. In addition, it will study ways to provide the new ASR-8s with the same protection from lightning surges as other ATC equipment and nav aids. Also, the feasibility of building aerial tramways to get technicians to remote long-range-radar sites will be assessed. Other tasks include upgrading the engineering drawings at airports that have grown like topsy during the last two or three decades and studying future electrical needs at large airports. The company also will study and report on the feasibility of using solar or wind power to generate electricity at small facilities.

TAPPED FOR PRESIDENT'S PROGRAM

Kermit L. Wieselquist, chief of the Airway Facilities Evaluation Staff at the New England Regional Office, is among a select group of mid-career executives chosen for participation in the President's Executive Interchange Program. Designed to foster improved relations between the private and public sectors, the Program selects 50 to 75 high calibre middle-management executives from both sectors each year for this unique interchange. Each executive spends the year in the opposite sector gaining in-depth, on-the-job experience. Wieselquist, who is one of 67 men and women selected this year, will spend his interchange year with the Xerox Corporation in White Plains, N.Y.

HOW ROUGH ARE THEY?

The agency has contracted with an engineering firm to conduct a runway-friction survey at 272 air-carrier airports in the contiguous 48 states. Included in the survey are those airports serving turbojet aircraft that have at least one ILS-equipped runway. Data from the two-year study will enable FAA to update and expand its 1975 Advisory Circular (150/5320-12) on runway friction. It also will provide airport managers with data on the condition of their runways so they can make informed decisions on what improvements are needed to enhance skid resistance and reduce hydroplaning. The firm of Eugene A. Hickock and Associates of Wayzata, Minn., will conduct the survey under a \$1.46 million contract.

MORE ASR-8s ON THE WAY

The agency has awarded a \$3.8 million contract to Texas Instruments for five additional ASR-8s. The equipment incorporates advanced design features not found in older ASRs such as a dual beam antenna which expands low angle coverage, reduces ground clutter and improves light aircraft detection. Other features include solid state design, integrated circuitry and modular construction for increased reliability and shorter maintenance down time. Deliveries will begin in June 1979 and will be completed in March 1980. The equipment is scheduled for installation at high- and medium-density airports, but the exact locations have not been determined as yet. FAA already has more than 40 ASR-8s in the system.

AIR QUALITY MEETING ANNOUNCED

FAA's Office of Environment and Energy will serve as host for an international conference on Air Quality and Aviation to be held October 16-18 in Reston, Va. Joining FAA in sponsoring the conference are the Air Pollution Control Association and the Society of Automotive Engineers, Inc., with support provided by the Air Force and the Environmental Protection Agency. Agency officials giving presentations include Howard M. Segal (AEE), and Lawrence Taubenkibel (SRDS).

TOURNAMENT A ROUSING SUCCESS

The first annual golf tournament, organized by seven ATCers from the New York Center and the Common IFR Room was a rousing success. Held at the renowned Colony Hill course on Long Island, it attracted 104 golfers from all over the U.S. and Canada and even a pro from England. But the highlight of the tournament came at the awards banquet when the Little Flower Orphanage of Wading River, N.Y., was presented with a \$1,350 check. In addition, each winner chipped in with the cash equivalent to the gift certificates they had received as prizes, bringing the total contribution to over \$2,000.



Take
stock
in America.

TFCU GETS NEW HOME

Transportation Federal Credit Union opened a new facility at 400 Virginia Ave., S.W., on October 2. The move comes after 39 years of steady growth for TFCU in terms of assets, services, new branches and employees. Now servicing over 17,000 DOT retirees, employees and their families with assets of over \$38 million, the credit union is looking to a future of continued expansion and improved service in the new building.

SALARY CHECKS LOST

At least a dozen September 20 salary checks were not delivered by the Postal Service to homes in the Fairfax area. Requests for duplicate checks had to be made to Treasury which delayed payment to the employees. Use of the procedure to credit employee salary payments to a financial institution would have prevented these losses and delays. If you have your check mailed to your home you should see Order WA 2730.4A, WA 2730.4A, Paragraph 4b, for details on how to use this procedure. You might also look at Paragraph 6 to get some idea of the hassle you have to go through to get a replacement check if yours is lost on the way to your home.

DR. MOHLER LEAVES FAA

Dr. Stanley R. Mohler, Chief of the Aeromedical Applications Division in Office of Aviation Medicine since 1966, has retired from FAA to become Professor and Vice Chairman of the Department of Community Medicine at Wright State University in Dayton, Ohio. Mohler also will be in charge of the Aerospace Medicine Residency Program at the university.

FREE LECTURES COMING

Free public events to be held in the auditorium of the Air and Space Museum during October include the following lectures:

- PUTTING THE ROUND EARTH ON FLAT PAPER by Frederick Doyle, research scientist, Wednesday, October 11 at 8 p.m.--Now photographs and other information acquired from orbiting spacecraft provide totally new concepts.
- EARTH'S UNIQUE SURFACE by Robert Sharp, chairman, Geological Sciences, California Institute of Technology, Wednesday, October 18 at 8 p.m.--Studying the earth from orbiting spacecraft enables scientists to compare it to the detailed exteriors of other planets.
- A NEW VIEW OF THE WATER PLANET by M. Grant Gross, director, Chesapeake Bay Institute, Wednesday, October 25 at 8 p.m.--By using satellites we may increase utilization of ocean resources and more effectively protect the ocean against pollution.

PHOTOGRAPHY CLASS IS FREE

The photography class sponsored by the FA club is having a guest speaker from the photography supply store, Fuller and deAlbert, on October 16 at noon to 12:45. On display will be the latest in 35mm, 2½ x 2½ and 4 x 5 view cameras. The discussion will feature price vs quality of the various cameras. You do not have to be a member of the photography class to attend. Room 9 ABC - Free.

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APA-4

78-42 October 16, 1978

FLEXITIME BILL SIGNED

The President has signed the Federal Employees Flexible and Compressed Work Schedules Act of 1978 into law. Among other things, the law provides for experiments with a variety of flexitime work schedules. The act also contains a provision providing for adjustment of work schedules for religious observances. It states that a Federal employee may elect to work compensatory overtime for the purpose of taking time off without charge to leave when personal religious beliefs "require that the employee abstain from work during certain periods of the work-day or workweek." Under this law, an employee who elects to work compensatory overtime for this purpose shall be granted (in lieu of overtime pay) an equal amount of compensatory time off (hour for hour) from his or her scheduled tour of duty. However, the law also provides that modifications in work schedules for religious observances may be disapproved if they interfere with the efficient accomplishment of an agency's mission. Regulations to implement the provisions of this new law are currently being developed. It may be some time before the new flexitime regulations will be issued.

AERO CENTER NAME CHANGE IS OFFICIAL

"No matter where you fly in today's world, the instructions from the traffic controller will come back to you with an Oklahoma accent." This was one of Senator A. S. "Mike" Monroney's favorite expressions, Administrator Bond told FAA employees and Oklahoma City aviation enthusiasts at last week's ceremonies changing the name of the Aeronautical Center to the Mike Monroney Aeronautical Center. The Center, which employs over 3,000 people and has a daily student attendance of over 1,700 FAA air traffic controllers, technicians and pilots, began in 1946 as a maintenance and supply base. Today, the principal FAA depot is located there and besides training, the Center is responsible for aircraft maintenance and modification, aviation-human factors research and maintaining aircraft and airmen records. Senator Monroney, who is often referred to as "Mr. Aviation," has been a strong supporter and proponent of aviation causes for many years. He was author of the Federal Aviation Act, which created FAA in 1958, and also was instrumental in selecting Oklahoma as the site for what he calls the "University of the Air." During last week's ceremonies, the Administrator unveiled an engraved likeness of Monroney, which will hang in the Center headquarters building.

DIZZY SPELLS ALOFT QUELLED

Michael Lochmueller was making a routine approach to Ft. Lauderdale Executive Airport in a Grumman Tiger, something he had done many times as a pilot for Bell Aero, Inc., a firm based in Ft. Lauderdale. At 4,000 feet, however, Lochmueller reported that he was suffering dizzy spells and what he thought might be a heart attack. Panic began creeping into his voice and Miami approach controller Joseph Willet cleared the frequency in order to provide the pilot with a continuing flow of reassuring advice. At one point, Lochmueller said he might have to land in a road, but Willet encouraged him to continue his approach to the airport if at all possible and provided him with several position reports to show his progress. As the pilot regained his composure, he advised Willet that he was able to make the airport after all. Willet, convinced that the pilot sounded calmer, gave him the traffic information and clearance to land. He landed without further incident and was immediately rushed to a nearby hospital where it was determined he was suffering from hyperventilation. During September, a total of 279 flight assists were reported involving 567 people. There are many causes for pilots requesting assistance; being lost, low on fuel, bad weather and equipment malfunction are just a few examples. The assist mentioned above has been classified the most outstanding of the month. It occurred September 1.

TIME TO SET CLOCK BACK

Daylight Saving Time is winding down. Officially, at 2 a.m., Sunday, October 29, most of the United States returns to Standard Time, and clocks should be set

back one hour. Under the Uniform Time Act, administered by the Department of Transportation, Standard Time is observed from the last Sunday in October until the last Sunday in April. Daylight Saving Time will return at 2 a.m., Sunday, April 29, 1979. Areas which do not observe daylight time are Arizona, Hawaii, Puerto Rico, Virgin Islands, American Samoa and that portion of Indiana within the Eastern Time Zone.

COCHRAN TO RETIRE

Associate Administrator for Engineering and Development J. W. Cochran, an FAAer who climbed the ladder all the way to the top, has announced his retirement effective this month. A veteran of 30 years service, he joined the agency in 1948 as a maintenance technician and held various positions in the Southwest and Southern Regions before moving to Washington Headquarters as Deputy Director of the National Airspace System Program in 1966. He was named Deputy Director of the Systems Maintenance Service in 1968 and was promoted to Director in 1971. The following year he was named Director of the Airway Facilities Service and also was presented the DOT Award for Meritorious Achievement. His promotion to Associate Administrator came in 1975.

MSAW TESTING PROGRESSES

Testing of the software--or computer programming--of the En Route Minimum Safe Altitude Warning system (E-MSAW) began this month at NAFEC. The system is similar to one already in operational use at more than 60 airports with Automated Radar Terminal Systems (ARTS III). It automatically alerts controllers (See page 3)

AUTOMATION IN HIGH GEAR

The tenth ARTS II (Automated Radar Terminal System II) was shipped recently to Fort Wayne, Ind., as the agency's program to automate its air traffic facilities continued in high gear. The first two systems were delivered to the FAA Academy for training, and number three and four were sent to NAFEC for testing. Other systems went to Edwards AFB, Calif., Lubbock, Tex., Pensacola, Fla., Toledo, Ohio, and Knoxville, Tenn. The ARTS II provides controllers at low to medium density airports with direct radar readout of such vital flight information as aircraft identity and altitude. Although the system is similar to the ARTS III, the "II" does not generate aircraft speed on the controller's scope. The next two systems to be delivered are going to Alaska, one to Anchorage and one to Fairbanks. In all, the agency has contracted for 74 units. Deliveries will continue in 1980.

AIRLINE TRAFFIC STAYS UP

What happens to airline passenger traffic after a crash such as the recent mid-air collision in San Diego? Not much, according to reports from a number of airline spokesmen and the Air Transport Association. Apparently air transportation has become commonplace for most Americans, and there is no perceptible dip in passenger bookings following major crashes. FAA/ATC facilities reflect the same thing. The day after the accident, a slightly-above-average 4,285 operations were handled by the Los Angeles Center. This compares with daily averages of 4,022 for the whole month of September and 4,058 a day for August.

MSAW (From page 2)

when an aircraft is in danger of violating a predetermined safe altitude. This safe airspace will be determined from the minimum-vectoring-altitude charts (MVA) prepared by the facilities operations staff. Field tests are to be conducted beginning in July 1979 at Albuquerque and Memphis Centers with national implementation scheduled for December 1979.

JET INVENTOR HONORED

Air Commodore Sir Frank Whittle, British aeronautical expert, this week was given the FAA Extraordinary Service Award for his genius in developing the jet engine. In presenting the award, Associate Administrator Mary Anderson cited Whittle for "his determined, pioneering perseverance" which produced the forerunner of today's jet powered aircraft. The first successful test flight of an experimental aircraft powered by Whittle's jet engine was made. Whittle is now a lecturer on aeronautical engineering at the U.S. Naval Academy.

GETTING PEOPLE INVOLVED

Who says government agencies don't like the public poking around in their business? For years, the FAA has been trying to promote more active citizen participation in the agency's activities, but it's not as easy as it may seem. In fact, getting a cross section of the community involved requires special expertise. Recognizing this, FAA has contracted with a consulting firm to conduct training programs and develop a "how to" manual on community participation in aviation environmental actions. These training workshops will be conducted in certain FAA regions next spring and selected FAAers and some outsiders, such as airport operators, will be invited to participate.

WPC STUDY SESSIONS FOR PACE EXAM

The Women's Program Committee is sponsoring a series of study sessions for the Civil Service Commission's Professional, Administrative Careers Examination (PACE) which will be given this November and next January. The first study session will be held on October 20 in room 7BC from 12:00 noon - 1:00 p.m. If you are interested in finding out what the PACE is, why you should take it, and how to study for it, please contact: Janis Pressley, AFS-910, 68128 or Joyce Gantt, AFS-705, x68134.

BOOK SALE COMING

The 11th Annual Goodwill Industries Guild Book Sale will be held November 2-7 in the S.E. corner of the Department of Transportation Building from 10 a.m. to 9 p.m. on opening day, Thursday, Nov. 2, and 10 a.m. to 6 p.m. all other days. The Goodwill Book Nook Committee volunteers have collected over 100,000 volumes during the past year and there will be continuous restocking on a daily basis. Other treasures included in the sale are old records, coins, stamps, art, sheet music from the 1850's, piano rolls and ephemera. The "roots" section includes the ever popular "instant ancestors" daguerreotypes. A few of the rare and unusual books included are : numbered and auto-graphed science fiction, "A General Account of the Development of the Methods of Using Atomic Energy for Military Purposes," (development of the Atomic Bomb-1940-45), movable children's books, first edition of Nixon's "Six Crises," and a Weem's biography of George Washington. Also, an original Currier and Ives, a Thomas Hart Benson, Kennedy silver half dol-

lars, Commemorative Olympiad sets and player piano rolls from the early 1900's.

WOMEN'S PROGRAM: 2nd DECADE

October marks the tenth anniversary of the establishment of the special emphasis program to identify and overcome employment problems of women in the Federal service. Within the first decade, the emphasis of the Federal Women's Program was basic--simply attempting to help employees and management recognize and overcome barriers to equal opportunities for women, noting that women make up 40% of the national full time workforce, and the average woman earns about 57¢ to every dollar earned by the average man. To open the second decade, the FAA Federal Women's Program Coordinator, together with the Women's Program Committee of the Civil Rights Board, and Southwest D.C. Chapter of Federally Employed Women, Inc. will sponsor, with other interested groups, a special six-month series of events concerning women's employment in FAA. Announcements of times, places, and dates will be made by posters and memoranda to offices and services. All employees are welcome to attend all events. Preliminary events include film, YOU PACK YOUR OWN CHUTE, to be shown twice in the auditorium at 12 and 12:45, October 19; opening of a series of PACE study sessions, Room 7BC, October 20 at noon; and a workshop on preparation of a good SF-171, Room 9ABC, October 27 at noon. Since these are official EEO programs, supervisors are encouraged to give interested employees the opportunity to attend.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

78-43

October 23, 1978

JET TRAVEL TURNS 20

As far as we know, nobody's planning any kind of anniversary celebration but, even so, it's worth noting that 20 years ago this week the Jet Age began for U.S. commercial aviation. On October 26, 1958, Pan American World Airways became the first American carrier to offer jet passenger service with a New York-to-Paris flight in a Boeing 707, christened the "America." Actually, the flight came more than six years after the British put the *Comet* jet into service on the London-to-Johannesburg run, but this aircraft subsequently was grounded because of structural deficiency that resulted in a series of fatal accidents. The Soviet Union also beat America into the Jet Age with the TU-104 in 1956. Yet, it was the Boeing 707 and later the DC-8 that were destined to dominate the early years of the Jet Age. In all, Boeing has delivered more than 900 of the 707s and Douglas turned out over 550 of the DC08s. Still, fame is fleeting, and today the "America"--the 707 that started it all--sits on an airfield near Brussels, Belgium, waiting for a buyer. It just might be a good deal for anyone in the market for a used four-engine jet. It only has 42,000 hours on it.

AGENCY FORECASTS INCREASES IN ALL AVIATION ACTIVITY

The agency has forecast substantial increases in both air carrier and general aviation activity over the next dozen years and says the trend will produce a corresponding jump in the volume of services provided by the air traffic control system. According to the latest "FAA Aviation Forecasts," the number of control towers will increase from 432 in FY 1978 to 492 in FY 1990 with operations going from 66.7 million to 100.2 million in the same period. Air route traffic control centers will show an even larger percentage gain as the number of aircraft handled rises from 28.1 million to 45.6 million during the same time period. Flight service stations, meanwhile, will be called upon to provide 134,000 pilot briefings, flight plan filings and other services in FY 1990, more than double the FY 1978 total of 66,000. FAA's forecast report sees airline activity increasing at a faster rate than the general economy through the 1980s, with passenger enplanements hitting 454 million in FY 1990, up 73 percent from the FY 1978 total. At the same time, general aviation is expected to grow at a slightly lower rate than in the past because of anticipated increases in fuel costs (See page 3)

ACCIDENTS ANALYZED

A new computer system that can provide analytical data on aircraft accidents and incidents has been put into operation by the Flight Standards Service. The new system replaces one that was partly manual and partly computerized and which had no analytical capability. Called the General Aviation Accident Data System (GAADS), it will use a commercially-operated central computer to store information on all general aviation accidents and incidents, as well as air carrier incidents. In addition to providing a single source for this data, the computer also can be asked to analyze the data to provide information on accident trends and possible underlying causes. Washington Headquarters and the Flight Standards National Field Office at the Aeronautical Center in Oklahoma City now have access to the computer. Regional offices are expected to have the same capability as soon as terminal operators are trained to use the system.

HEALTH INSURANCE RATES STABLE

Today, it's news when prices don't go up. Remaining unchanged in 1979 will be health insurance premium rates for most Federal employees and annuitants. However, some selected premium and benefit changes will become effective in January, following an open season to be held November 13 thru December 8. Open season gives eligible employees not now enrolled an opportunity to enroll and gives enrolled employees and annuitants an opportunity to change from one plan or option to another, or from self only to family coverage. During the open season, health plan brochures and rate cards will be distributed to all employees.

FORMER FAA OFFICIAL HONORED

James Rudolph, former Associate Administrator for Aviation Safety who retired in 1975, was awarded the Air Transport Association's Nuts and Bolts Award for 1978 for "significant contributions over the years to the air carrier industry in the engineering and maintenance field." Rudolph is currently trying his hand at ranching in Hamilton, Mont., where the deer and antelope play and the skies are not IFR all day. Previous winners of the ATA Award were George Weitz and Harry Turnpaugh, both of whom are retired Flight Standards employees.

ICAO JOBS LISTED

The International Civil Aviation Organization is seeking qualified candidates for its position of Civil Aviation Adviser/Project Manager in Ankara, Turkey. Duration of assignment is two years, Salary set at Level 6, Step 1, Gross: \$43,890 and Net (free of tax): \$26,931 without dependents and \$29,245 with dependents. Qualifications: Maximum age 55; Aeronautical or Mechanical Engineering degree; Extensive FAA experience in aeronautical or mechanical engineering; and flying experience. In addition, must be active and energetic. Applications (ICAO Form 144/2) must be in AIA-19 not later than 11/6/78. This form may be obtained from your personnel office. In addition to basic salary, employee will be eligible for dependency allowance, assignment allowance, 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.

CHECKS BIGGER NEXT WEEK

This year's Federal 5.5 percent cost-of-living pay raise became effective during the first full pay period in October. In most instances, this would be pay period 22, beginning October 8. Paychecks reflecting the increase will be dated October 30 and should be in the hands of employees or in their financial institutions by November 1.

WEATHER SERIES ON TV

"A.M. Weather," a new TV series, partially funded by FAA and designed to assist pilots in flight planning, will premiere on over 130 public television stations throughout the nation on Monday, October 30. The Monday through Friday, 15-minute programs are the first national daily TV programs devoted exclusively to aviation weather. They will feature a national weather overview, including satellite depictions, and a complete forecast segment. The Friday program will provide a weekend forecast. In addition to the usual frontal positions, highs, lows and visibility, the programs will also provide winds aloft at 5,000, 10,000 and 18,000 feet. The series will have two live broadcasts each morning. The early program, at 6:45 a.m. (EST), will concentrate on eastern U.S. weather conditions. The 8:45 program will focus on weather in the western part of the country.

AGENCY FORECASTS (From page 1) and other factors. The general aviation fleet is expected to number 311,000 aircraft in FY 1990, and they are projected to log 67 million hours. These totals represent annual growth rates of 4.3 and 4.8 percent, respectively. Copies of the report are available from the Office of Aviation Policy (AVP-120) in Washington Headquarters.

SNOW NOT FALLING FOR FIX

Dr. Clyde C. Snow, chief of Physical Anthropology Research at FAA Center in Oklahoma City, recently gave important testimony before a Congressional committee investigating the assassination of John F. Kennedy. Using techniques of physical anthropology, he determined that, "The evidence he examined didn't support the conspiracy theory." Dr. Snow, heading a three-man panel of anthropologists, studied photographs of Oswald and three vagrants picked up in Dallas near the assassination scene. The vagrants, according to conspiracy advocates, were thought to be E. Howard Hunt and Frank Sturgis, both of whom gained notoriety in the Watergate break-in. The other was thought to be the now deceased, Fred Chrisman. After studying the pictures, Snow and his panel concluded that any resemblances were superficial and coincidental. Dr. Snow has worked in the same capacity in many police cases, but his selection to head this panel was a surprise to him. At the FAA, Dr. Snow has helped improve the identification process of air crash victims. He also helps engineers design safety garments and equipment utilizing his skills in the field of anthropometry (measurement of size and proportions of the human body).

OCTOBER FAA WORLD IN THE MAIL

Next to the mechanics of flying, the most important thing a pilot needs to know about is the weather. Our cover story tells what FAA is doing to bring better weather information to ATCSs and pilots. You'll also find stories on runway grooving tests, the opening of a time capsule and the unbelievable busyness and diversity at this year's EAA convention, plus Federal Notebook, Direct Line, Small World, Word Search and Faces and Places.

CFC KICK OFF TODAY

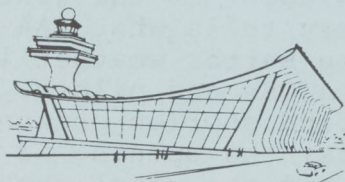
Mark Murphy, the hard-nosed defensive back and special teams performer for the Washington Redskins, joined the FAA line-up on Monday, Oct. 23, to help kick off the agency's 1978-79 Combined Federal Campaign at a special "pep rally" in the headquarter's auditorium. Murphy's teammates for the day were FAA Administrator Langhorne Bond, who is serving as Chairman of the campaign, and Brooks Goldman, Director of the Office of Management Systems, who is the Vice-Chairman. The Murphy/Bond/Goldman backfield noted that FAA's goal this year of \$168,890 will require a complete team effort on the part of all employees to reach.

FREE MOVIE SHOWING

The National Air and Space Museum is presenting Squadron 663 in the museum's auditorium on Thursday, October 26 at 7:30 p.m. The film is another in the series of World War II thrillers currently being shown. The story is about a suicidal but successful attack on a Nazi factory in Norway, which is producing fuel for German rockets being fired at England. The movie stars Cliff Robertson, George Chakiris, Maria Perschy and Harry Andrews.

MRS SHARON CONNEEN

Mrs. Sharon Conneen, a budget analyst in the Office of Budget, died suddenly on Wed., Oct. 18.



WOMEN'S EVENTS SCHEDULED

Two not-for-women-only events in the career development field will be held this week in Washington Headquarters under the joint sponsorship of the Federal Women's Program, Office of Civil Rights, the Women's Program Committee, and the Southwest D.C. Chapter, Federally Employed Women, Inc. (FEW). One is a Time-Management seminar in room 5 B&C on Thursday, October 26 and the other is a SF-171 Writing Workshop in room 9 A,B&C on Friday. The Time-Management seminar will be led by Connie Hansbrough of the Airway Facilities Service, Vice President of FEW. Both sessions start at noon.



Take
stock
in America.

AWARDS AND REWARDS

Tom L. Jones of the Logistics Service has been awarded the Administrator's Award for Superic Achievement. Other Logistics Service awards are Special Achievement Awards to Lloyd Cook, Martine F. Rosenberry, Fredrick Castle, Samuel Rosenberg, Margaret Delong, Lillie Harris and Elizabeth A. Bugay. A Quality Within-Grade Increase to Morris J. Einhorn.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

78-44 October 30, 1978

ADMINISTRATOR BOND TESTIFIES ON COLLISION AVOIDANCE

Recent advances in technology--especially the emergence of mini-computers--have paved the way for early availability of a reliable collision avoidance system, Administrator Bond said last week. Testifying in San Diego before a joint hearing of the Senate and House Aviation Subcommittees, Bond said the agency plans to issue a draft standard by the end of the year for a limited-capability Beacon Collision Avoidance System (BCAS) suitable for use in low-to-medium density airspace. Work also is progressing on a full capability BCAS that would function in more (See page 3)

NEWS BRIEFS

- Najeeb Halaby looks back on his years as FAA Administrator and Pan Am President and Board Chairman in "Crosswinds - An Airman's Memoir" now en route to the bookstores with a November 3 publication date. Halaby, who headed FAA from March 1961 to July 1965, now runs his own "venture capital" business and is the father-in-law of the King of Jordan.
- FAA's Anchorage Office has turned over a non-flying DC-3 to the Alaska Air National Guard who will use the aircraft as a static display. Transfer of the grounded "Gooney Bird" reduces the agency's DC-3 inventory (See Page 3)

SOLAR TOWER FOR SOUTH BEND

A new control tower at South Bend's Michiana Regional Airport will be the first in the nation equipped with a solar energy system, Secretary Adams announced last week. Groundbreaking for the new \$1.8 million facility is scheduled for March 1979 with the commissioning in June 1980. The solar heating system to be used in the Michiana tower consists of a wall covered with black glass or plastic which acts as the heat collector. The airspace between the wall and its outer covering contains plastic tubes filled with water in which the heat is stored. From there, the heat is pumped through ducts into the building as needed. Depending on the location of the building, the solar energy system can supply from 15 to 40 percent (See page 2)

FIELD PLACEMENT PROGRAM OVER

The Administrator has announced the end of the Field Placement Program (FPP). Mr. Bond called the program a success noting that over 1,200 vacancies were posted and 190 employees selected under FPP. He praised the cooperation and support given by employees and management officials. Vacancies which have been announced under FPP will be processed to their conclusion; however, no additional vacancies will be posted.

HIJACKING WON'T GO AWAY

Hijacking is still a serious problem around the world primarily because of inadequate passenger screening at some foreign airports, according to the agency's eighth "Semi-Annual Report to the Congress on the Effectiveness of the U.S. Civil Aviation Security Program." The report notes that there were 14 hijacking attempts in the first six months of 1978, eleven of which involved foreign airlines and four of which were successful. The remaining three attempts were against U.S. carriers but none were successful. The report says the weapons used in at least six of the 11 foreign hijacking attempts were smuggled through the passenger screening system and would have been detected had more effective procedures been used. By contrast, the report states, that there has been only one successful hijacking of a U.S. airliner since the airport security program was implemented in January 1973, and in that case, the hijackers used dummy weapons because they felt they could not get real weapons through the system. Copies of the report are available from the Public Information Center (APA-430) in Washington headquarters.

SOLAR TOWER. (From page 1) of its heating needs. Similar systems are included in the plans for new towers in Springfield, Ill.; Cedar Rapids, Iowa; Rochester, N.Y.; Chattanooga and Nashville, Tenn.; and the Spirit of St. Louis Airport, St. Louis, Mo.



NTSB RATES JETLINER SAFETY

The National Transportation Safety Board has issued some rather surprising statistics on aircraft safety records, showing short- and medium-range airline jets have lower accident rates than the carriers' long-haul aircraft. The NTSB report contradicts the popular notion that the two- and three-engine jets are involved in more accidents than their big brothers because they fly shorter route segments and, thus, make more landings and takeoffs. According to the NTSB report, which covers airline jet accidents for the 1968-1977 time period, the aircraft with the lowest total accident rates are the Boeing 737, Boeing 727, DC-9, Boeing 720 and the BAC-1-11. Those with the lowest fatal accident rates were the BAC-1-11 (which had no fatal accidents during the period), Boeing 737, Boeing 727, Boeing 720 and the DC-10. Single copies of the report "Annual Review of Aircraft Accident Data, U.S. Air Carrier Operations, 1977" are available from the NTSB Publications Branch, Washington, D.C. 20594

FAA INSPECTOR KILLED

Earl W. Murphy of the Cleveland General Aviation District Office was one of three persons killed when a Learjet owned by the Cleveland firm of Kelco Aircraft crashed near Vickery, Ohio, on October 20. The 58-year-old Murphy, who had been with FAA since July 1971, was giving a flight check to the co-pilot of the air taxi aircraft at the time of the accident. The Learjet had departed Cleveland's Hopkins Airport and was at 16,500 feet when the Cleveland en route center lost radar contact. NTSB is investigating the accident.

ICAO JOBS OPEN

The following assignments are now available with the International Civil Aviation Organization (ICAO). Duration of assignments, two years.

Bangkok - PC-38/78 Deputy Representative. Dakar - PC-39/78 Deputy Representative. Language Requirement: Command of English and French essential, with a working knowledge of Russian or Spanish desirable. PC-42/78 Economist, Air Carrier Tariffs. Salary set at P-4 Gross: \$29,940 and Net (free of tax): \$20,209 without dependents and \$21,756 with dependents. Montreal - PC-40/78 Editorial Officer, French. Language Requirement: French native tongue, or the language used for the purpose of education, and a sound knowledge of English essential with a working knowledge of Russian or Spanish considered as an additional qualification. Thorough knowledge of capitalization and idiomatic use of French and at least one of the other languages essential. Salary set at P-3, Gross: \$23,910 and Net (free of tax): \$16,978 without dependents and \$18,193 with dependents. Applications due in AIA-19 by December 1. Information about duties, salary, qualifications, benefits, allowances and restoration rights are available from your personnel office. Also check Agency Order 3330.6B, Chapter 7.

NEWS BRIEFS (From page 1)

to four--two in Anchorage and two in Oklahoma City. At one time, FAA operated some 55 DC-3s.

- FAA has presented its Distinguished Service Award to the Aircraft Owners and Pilots Assn. in recognition of work done by the association's International Aviation Theft Bureau. The award cited the Theft Bureau for being "instrumental in cutting the annual stolen aircraft/avionics crime rate by 55 percent."

BOND (From page 1)

congested airspace and could be available as early as 1983, he said. BCAS would provide an effective back-up for the ground-based Automated Traffic Advisory and Resolution Service (ATARS), which the Administrator noted will be the primary means of assuring safe aircraft separation in busy terminal areas. ATARS will utilize a complex of ground radars and computers in conjunction with a new advanced airborne transponder for automatic relay of traffic information and instructions. Testing already is underway at NAFEC and ATARS is expected to be available in the mid-1980s. Other FAA actions outlined by the Administrator to minimize the potential for midair collisions in busy airspace include:

- Issuing a notice of proposed rule making (NPRM) in December to lower the floor of positive control airspace from 18,000 to 12,500 feet. Pilots operating under visual flight rules in this new block of positive control airspace would be covered by a new regulatory concept called Controlled Visual Flight and would be required to comply with ATC clearances and instructions.
- Publishing an Advance NPRM early next year aimed at expanding the concept of positive separation in terminal airspace. Among the options would be the establishment of terminal control areas at additional air carrier airports and/or expansion of the airspace included in existing TCAs.
- Continuing the present high priority program for installing BRITE radar displays in towers and expediting the installation of alpha-numeric subsystems for this equipment.
- Expand current efforts to establish approach and landing aids at key reliever and general aviation airports.

AIRLINE TICKETS FOR SALE

Next week, Monday, November 6, new airline ticket offices, where personal as well as business tickets can be purchased, will begin operations at all three headquarters buildings--FOB-10A, Trans Point and the Nassif buildings. The offices--called SATO for Scheduled Airline Ticket Offices--will provide domestic reservations and ticketing services to Offices and Administrations in the Washington Metropolitan area. They will be managed and operated by commercial airline employees, and will function in much the same manner as any other commercial airline office. For instance, reservations can be made by telephone or in person. The SATO in FOB-10A (Tel. 472-1323) will be permanently located on the second floor (Room 211) in the old cafeteria area, next to the space occupied by Visuals and Graphics. Both the Nassif (Tel. 472-1450) and the Trans Point (Tel. 472-1367) SATOs will be located in temporary quarters on the third floor, in rooms 3248 and 3602, respectively. Travelers should keep in mind that travel orders or two copies of DOT Form F 1500.8, Authorization for Airline Tickets, must be presented to obtain airline tickets for business trips. This form will be available in GSA stores. Detailed procedures will be covered more fully in a notice to be published shortly. The DOT Travel and Imprest Fund operations will remain in present locations and will continue to provide all services they have in the past except the issuance of domestic airline tickets and making airline reservations for domestic flights.

FREE EVENTS AT NASM

Free public events scheduled for the first two weeks of November at the National Air and Space Museum's auditorium include:

Guggenheim Lecture Series:

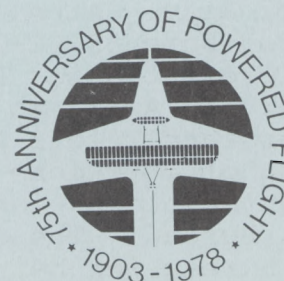
- **EARTH'S DYNAMIC ATMOSPHERE** by Murray Mitchell, climatologist, Wednesday, November 1, 8 p.m.;
- and **SPACESHIP EARTH** by Buckminster Fuller, Wednesday, November 8, 8 p.m. We are all astronauts on a spaceship which came without an instruction book. Our planet, its inhabitants, and the problems associated with both are the subject of the final lecture in this series.

World War II Aviation Films:

- **TWELVE O'CLOCK HIGH**, Thursday, November 2, 7:30 p.m. Towards the end of 1942, a young general takes command of a bomber group operating from England and elevates it from bleak depression. With Gregory Peck, Dean Jagger, Hugh Marlowe and Gary Merrill.
- **FLYING LEATHERNECKS**, Thursday, November 9, 7:30 p.m. A strict disciplinarian officer and his squadron become friends in the crucible of war. With John Wayne, Robert Ryan and Janis Carter.

MR. RICHARD O. KEYES

Richard O. Keyes passed away suddenly on Friday, October 20, 1978. Dick had retired in October 1977 as Chief of the Property Management Branch of Logistics Service.



FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APA-4

78-45 November 6, 1978

DC-3s STILL FLYING HIGH

Although the last DC-3 to be built rolled off the Douglas Aircraft assembly line in December 1945, FAA flight inspector training in "threes" has been reinstated at the Aeronautical Center in Oklahoma City. And there's good reason. A change in the Federal Aviation Regulations, Part 135, now allows the venerable "gooneybirds" to be operated under air taxi rules. (Continued on page 2)

FAILOR TO HEAD AIR TRAFFIC

Richard L. Failor, Chief of the Air Traffic Division in the Southwest Region, has been appointed Director of FAA's Air Traffic Service. Failor replaces Raymond Belanger who retired in July. Prior to his appointment, Failor served as Southwest Region's AT Division Chief for two years and for one year as Deputy Director of the Alaskan Region. He joined the FAA in 1958 as a controller at the Minneapolis Center and progressed to Deputy Chief and Chief of the Chicago Center. He spent a year as a participant in the National Institute of Public Affairs Career Education Award Program and later was one of the early participants in the agency's Executive Development Program. Failor has an undergraduate degree in Business Administration from the University of Minnesota and received his Master's degree in Economics from Stanford University.

NEW YORK TRACON IS NAMED FOR LINDBERGH

The building housing the New York Terminal Radar Approach Control facility (TRACON) just built in Hempstead, Long Island, officially became the Charles A. Lindbergh Building when President Carter signed the appropriate legislation last week. Dedication ceremonies subsequently were held to celebrate the naming of the building with Eastern Region Director William E. Morgan, and N.Y. Congressman John Wydler, who introduced the bill to name the building for Lindbergh, among the participants. The new facility, which is expected to become the busiest approach control facility in the world, will control traffic flying to and from the three New York metropolitan airports: John F. Kennedy, LaGuardia and Newark. It will also handle operations at Long Island MacArthur, Westchester County and about 25 smaller airports. Currently, an expanded ARTS IIIA radar is being installed. Controllers are expected to begin moving into the new building from the Common IFR Room, the "Common I," located at JFK airport, in October 1979. The two-story building, which was specifically designed to house the New York TRACON, is within sight of the "once upon a time" runway site from which Charles Lindbergh took off for Paris in 1927.

AIRLINE SERVES NAFEC

Scheduled airline service returned to NAFEC/Atlantic City Airport last week. Shortly after noon on Sunday, October 29, an Allegheny Airlines DC-9 touched down at the FAA-owned airport to resume service that was broken off eight years ago. The current schedule calls for three round-trip flights a week to and from Pittsburgh. Unfortunately, the new service is tailored to the needs of gamblers rather than FAAers wanting to visit NAFEC. All three round trips are on the weekend, beginning with a late Friday night flight to NAFEC/Atlantic City. But agency personnel can still use the daily Allegheny commuter service which runs between Philadelphia and Bader Field in downtown Atlantic City.

'USE OR LOSE' TIME HERE

The Office of Personnel and Training is reminding all employees that "use or lose" annual leave must be scheduled and approved in writing before December 3. Accumulated annual leave in excess of the maximum permissible carryover amount (generally 240 hours) is automatically forfeited at the end of the leave year (January 13, 1979) if an employee does not use the leave. Civil Service Commission regulations do provide that annual leave forfeited because of an urgent need to conduct the public business or sickness may be restored if the leave is approved in writing before December 3. Even those employees on sick leave awaiting a disability retirement determination must schedule their annual leave to avoid possible forfeiture of it.

AIRPORT GRANTS SET RECORDS

Airport planning grants and airport development grants reached an all-time high in Fiscal Year 1978. Under the Planning Grant Program, 242 grants were consummated for a total of \$14,257,280. The previous high was \$11.8 million in FY 1977. The Airport Development Aid Program (ADAP) achieved a new obligation total of \$552.9 million. Of this, \$481.1 million covered 761 new grant agreements, \$2.6 million was used to increase existing grants, and \$69.2 million went into multi-year grant amendments. In addition to the obligations, commitments were made for future ADAP grants amounting to \$126 million. The previous high obligation was \$506.3 million in FY 1977.

DC-3s

(From page 1)

This means that more "threes" will continue to be flown--approximately 600 in operation throughout the country--which means, in turn, that there is a greater need for FAA inspectors who are current in the DC-3. The first one-week, 40-hour recurrent course for FAA inspectors already type-rated, but not current, in "threes" was held last week. Each student received seven and a half hours flight time in one of the two "threes," N-33 and N-34, based at the Center, as well as simulator time in a Link trainer and ground school. The two planes at Oklahoma City and two more in Anchorage are all that's left of the FAA DC-3 fleet that once numbered 65 planes. The reliable, but slow, propeller driven twins have been replaced by faster, more efficient jet aircraft.

NOBODY'S PERFECT

Flight Service Station specialists actually work a lot harder than the recent Intercom would lead you to believe. In a story on the agency's latest "Aviation Forecasts," we said the number of flight services provided by these stalwart specialists would double over the next dozen years, rising from 66,000 to 134,000. We should have added three more zeros to those figures because the actual totals are 66 million and 134 million, respectively. Sorry about that.

WAKE TURBULENCE STUDIED

FAA and NASA will hold a wake vortex alleviation and avoidance workshop on November 28-29 at the Transportation Systems Center in Cambridge, Mass. The prime objectives of the conference are: (1) to make it clear that significant system payoff exists if longitudinal separation can be reduced in terminal areas, (2) to ensure that the aviation community is made aware of all wake vortex efforts that are planned or underway, (3) to thoroughly discuss the operational, safety and economic implications of wake vortex alleviation and avoidance, and (4) to gain advice and solicit ideas from users. Participants will receive government and industry briefings and then participate in workshops. The workshops will concentrate on wake vortex alleviation at the source, development of wake vortex avoidance systems on the ground and development of operational and safety procedures and regulations.

ICAO SEEKING APPLICANTS

The following assignment is now available with the International Civil Aviation Organization (ICAO). BANGKOK 3 years: PC-44/78 Technical Officer, RAC/SAR, Gross: \$23,910 and Net (free of tax): \$16,978 without dependents and \$18,193 with dependents. Applications due in AIA-19 12/15/78. Information about duties, qualifications, salary, benefits and applications is available at 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.

DISTRIBUTION CODES CHANGED

Effective with Change 16, Order 1720.18, FAA System for Distribution and Stocking of Issuances, all elements of FAA will be using new organization codes. In lieu of code letters WRNCMB, we will use component code "A" for FAA, W-Washington, X-Region, Y-Aeronautical Center, Z-NAFEC, E-Overseas Area Offices and F-Field Offices and Facilities which shall be written as "AWXYZE" and "AFOF" for all field offices and facilities. Three field office facility (FOF) code requirements have also changed: Wide to Maximum, Normal to Standard, and Minimum to Limited.

CHANGE IN ACCOUNTING TELEPHONES

On November 3 the Chief of the Accounting Operations Division can be reached on extension 68242. The Personnel Accounting Branch (formerly called Payroll) can be contacted on a 4-number rotary beginning with 63953.

AFTER-HOURS EDUCATION PROGRAM

Registration for the Spring Semester of the Federal "After Hours Education Program" will be held in Conference Rooms A, B, and D - just off the lobby - Department of Commerce Building, 14th Street and Constitution Avenue, NW, from 10 a.m. to 2:30 p.m. on Wednesday January 10, and Thursday, January 11, 1979. More than 60 college-level courses will be offered after working hours to civilian, military personnel, and the general public in 31 downtown Federal buildings in the District of Columbia this Spring through the Federal After-Hours Education Program. Tuition is \$82 per semester hour and all courses are 3 semester hours. This compares with a cost of \$110 per semester hour for courses taken on the George Washington University campus. The Government Employees Training Act of 1958 gives Federal agencies broad authority to pay all tuition costs and other fees if courses to be taken are related to present or anticipated job requirements. Spring Semester classes will begin January 22, 1979, continuing through April 27, 1979.

FREE FILMS SHOWING

Free films being shown in the auditorium of the National Air and Space Museum during the second half of November include:

FIGHTER SQUADRON--Thursday, November 16, 7:30 p.m.

A former Flying Tiger faces combat mission after combat mission; then on D-Day his plane spirals earthward in flames. Watch for Rock Hudson in a bit role. With Robert Stack, Edmond O'Brien, Henry Hull and John Rodney.

BATTLE OF BRITAIN--Thursday, November 30, 7:30 p.m.

By popular demand the Museum will show again this epic dramatization of sixteen weeks in 1940 when Nazi Germany assaulted Great Britain. With Laurence Olivier, Michael Caine, Christopher Plummer, Trevor Howard, Michael Redgrave, and Ralph Richardson.

Also scheduled for this month is the BATTLE OF BRITAIN SEMINAR--November 15, 8 p.m.

The National Air and Space Museum's Battle of Britain seminar will begin with a brief slide show of aviation art of the period, including works of Keith Ferris, R.G. Smith, and Frank Wooten, followed by a panel discussion. Participating in the discussion will be three of the aces of the Battle of Britain: Sir Douglas Bader (Great Britain), Adolf Galland (Germany), and Stanford Tuck (Great Britain).

CFC \$\$\$ USED FOR CHARITIES

Among the reasons for FAAers to make 1979 payroll deductions for the Combined Federal Campaign contributions is that \$.96 out of every dollar given goes to one of the certified agencies. Chairman Langhorne Bond, FAA Administrator, and Vice Chairman Brooks Goldman, AMS Director, are relying upon fair-share participation by all employees to meet our goal. Please see your key person and make your contribution as generous as possible.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APP-4

JAF

78-46 November 13, 1978

A NO-NONSENSE INVESTMENT

We all hear about the "can't lose" deal--we observe many people who stop all conversations when "you-know-who" speaks--others are bullish--some like gold--the old stock market remains a source of interest (and sometimes concern). Do FAA career employees realize that they already participate in one of the best Investment Plans available in the USA? Regardless of the changing nature of the more traditional investments--automobiles, real estate, bonds, etc.--each career employee has begun a plan which is individually designed for progression, promotion, training, vacation, development, medical coverage, insurance and, eventually, retirement. In the next several issues of INTERCOM, an inventory of these benefits which accrue during a career will be provided. This series will be entitled "Your Investment Plan." You truly can't afford to miss these issues!

NEW ASSOCIATE OFFICE ANNOUNCED

A major FAA organizational change, involving the establishment of a new Office of Aviation Standards to coordinate the various safety activities of the agency, was announced by (See page 3.)

ADMINISTRATOR ANNOUNCES OBT FOR 12,500 lb. LIMIT

A separate certification category (Part 24) for commuter aircraft will be on the books by the end of 1981, Administrator Bond told the Commuter Airline Association of America last week. In fact, Bond said, the agency has accelerated action on that rulemaking project and promised that a draft Part 24 will be circulated for comment by the end of December for discussion at a regulatory review conference to be held later. He called FAA action in this matter "the death of the 12,500-lb. rule for certification of new aircraft." He noted that the 12,500-lb. limit may have been a satisfactory dividing line between small and large aircraft when the rule was adopted, but he said "we have come a long way since 1953, and we can no longer treat aircraft simply in terms of 'small' and 'large'." In his speech to the CAAA's annual meeting in San Diego, Bond also discussed the beneficial results of the Aviation Deregulation Act of 1978 and recent revisions to Part 135 commuter/air taxi rules.

NEW ADDRESS FOR FILM LIBRARY

Despite the recent closing of FAA's Film Library in Oklahoma City, FAA is continuing to provide free loan film service to pilots, aviation organizations, educational institutions, civic and business groups, other government departments, FAA employees, and the public-at-large. The agency has converted to a commercial film distribution network, and current FAA films have been assigned to the distributor's regional libraries throughout the United States. The new address to which requests should be sent is: FAA Film Service, 2323 New Hyde Park Road, New Hyde Park, N.Y. 11042. The transition to the commercial system is yielding an annual savings to the agency of \$165,000.

TWO NEW STARS

There are two new airliners about to make their entrances on the aviation stage. The Boeing 757 and 767 are the jet planes that FAA employees might well be talking about and dealing with in the next decade. Both planes are twin jets, but the 174-passenger 757 has a more or less conventional cabin width--in fact, the same as the B-727--while the 200-passenger 767 is a wide-body, seating seven or eight passengers abreast in tourist class. The 757 will be distinguishable by its long, thin appearance. It is 172 feet, 9 inches long and has a wingspan of 124 feet, 7 inches. The heavier, fatter 767, on the other hand, is slightly shorter: 159 feet but has a greater wingspan: 155 feet. While the 757 is designed specifically for short to medium-range flights, both jetliners have a range of approximately 2,300 miles.

IT HAPPENED AT KITTY HAWK

A special hand-crafted replica of the Wright Flyer, built by craftsmen from the Experimental Aircraft Association, was turned on, warmed up and ready for take-off in a demonstration at the EAA Air Museum in Franklin, Wis., recently. Both the plane and the engine were built from original Wright Brothers plans. Ironically, there were several hundred people standing by to watch the EAA enactment, but the original flight--that all important moment in history--was seen by only four men and a boy and was virtually ignored by the press. Nevertheless, during this FAA supported 75th Anniversary celebration, the real significance of what happened that cold, windy day at Kitty Hawk, N.C., is being truly appreciated.

ACCIDENT PREVENTION STUDIED

The annual accident prevention meeting is being held this week at the Kansas City airport. Attending the meeting, which begins Tuesday, November 14, will be all FAA regional accident prevention coordinators, all regional Flight Standards Division chiefs, a FSDO chief from each region and an accident prevention specialist from each region. This year's meeting will focus on the rising general aviation accident trend in 1977-78 and possible remedial measures. On Thursday, representatives from industry will join the FAA working groups and hear Deputy Administrator Taylor outline the agency's "immediate goal" of returning the accident trend to a downward direction. Although the number of accidents this year is up slightly, it still is substantially lower than when the accident-prevention program began in 1968.

SPECIAL 'N' NOS. CONTINUE

The agency has withdrawn a proposed rule that would have discontinued issuance of special identification numbers for aircraft. After evaluating 464 public comments--all but seven of which opposed the proposal--FAA concluded that "special identification numbers are important to the aviation community" and "availability of these numbers is a small, but important, contribution to the promotion of civil aviation." However, the agency is making certain changes in the procedures for issuing special ident numbers in order to hold down the cost of providing this service. For example, telephone requests to determine the availability of specific numbers no longer will be accepted. In addition, FAA said it will consider raising the present \$10 fee for special numbers if these measures are not successful in holding down costs.

EDWARDS CITED

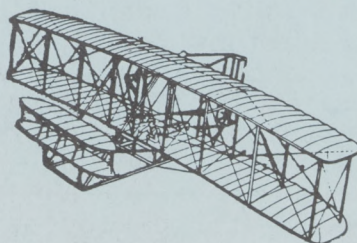
In recognition of his outstanding service to international aviation, Laurence S. Edwards, a member of the United Kingdom Mission to FAA, has been awarded the Distinguished Service Award. According to the citation, his expertise contributed significantly to the success of numerous U.S./U.K. air safety programs. The award was presented by Flight Standards (Acting) Director Joseph A. Ferrarese in a recent Washington ceremony.

ICAO SEEKING APPLICANTS

The following assignment is now available with the International Civil Aviation Organization (ICAO). CAIRO 2 years - PC-45/78 Technical Officer, MET, P-4, Gross: \$29,940 and Net (free of tax): \$20,209 without dependents and \$21,756 with dependents. Applications due in AIA-19 December 29, 1978. Information concerning duties, salary, qualifications, benefits and applications is available from your personnel office. In addition to basic salary, employee will be eligible for dependency allowance, assignment allowance, installation grant, and others. 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.

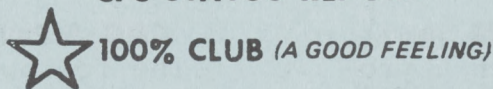
NEW OFFICE (from page 1)

Administrator Bond last week. Charles R. Foster, Director of the Office of Environment and Energy, will be the Acting Associate Administrator for Aviation Standards and will advise the Administrator on FAA safety rulemaking actions, including certification of airmen and aircraft, flight procedures and airport security. Foster also will direct and coordinate the activities of Flight Standards Service, Civil Aviation Security Service and the Office of Aviation Safety.



November 13, 1978

CFC STATUS REPORT



| 1979 CFC STATUS REPORT AS OF NOVEMBER 3 | % Part. | % Dollars | Average Donation |
|---|-----------|-----------|------------------|
| Office of the Administrator | 79 | 104 | 58.50 |
| Office of the Deputy Administrator | 100 | 123 | 76.17 |
| Associate Administrator for Administration | 100 | 152 | 120.35 |
| Associate Administrator for Air Traffic & Airway Facilities | 65 | 48 | 49.13 |
| Associate Administrator for Engineering & Development | 57 | 42 | 50.88 |
| Associate Administrator for Policy & International Aviation Affairs | 100 | 125 | 76.05 |
| Office of Accounting and Audit | 51 | 98 | 90.87 |
| Office of Airports Programs | 74 | 81 | 67.96 |
| Air Traffic Service | 28 | 38 | 83.60 |
| Airway Facilities Service | 48 | 52 | 64.34 |
| Office of Aviation Medicine | 85 | 124 | 75.33 |
| Office of Aviation Policy | 41 | 54 | 82.77 |
| Office of Aviation Safety | 86 | 158 | 129.16 |
| Office of Aviation Systems Plans | 74 | 129 | 122.41 |
| Office of Budget | 63 | 80 | 75.02 |
| Office of the Chief Counsel | 0 | 0 | 0.00 |
| Civil Aviation Security Service | 52 | 78 | 95.47 |
| Office of Civil Rights | 100 | 149 | 84.91 |
| Office of Environment and Energy | 79 | 42 | 31.71 |
| Flight Standards Service | 44 | 51 | 69.34 |
| Office of International Aviation Affairs | 44 | 63 | 79.65 |
| Office of Investigations and Security | 90 | 153 | 90.47 |
| Office of Labor Relations | 100 | 245 | 156.14 |
| Logistics Service | 40 | 44 | 59.26 |
| Office of Management Systems | 88 | 125 | 81.96 |
| Office of Personnel and Training | 43 | 63 | 73.93 |
| Office of Public Affairs | 26 | 43 | 90.21 |
| Office of Systems Engineering Management | 11 | 21 | 121.00 |
| Systems Research and Development Service | 29 | 35 | 72.11 |
| Metropolitan Washington Airports | 2 | 10 | 186.71 |
| Eastern Region Elements in Washington | 8 | 9 | 62.73 |
| European Region Element in Washington | 0 | 0 | 0.00 |
| TOTAL AGENCY | 37 | 51 | 82.39 |



Contributions to date: \$85,800
 Goal: \$168,890

The CFC invites more Offices and Services to join the 100% Club in the once-a-year-fund-raising campaign. Organizations reaching both 100% participation and 100% contributions toward the \$168,890 goal are Office of the Deputy Administrator, Associate Administrator for Administration, Associate Administrator for Policy and International Aviation Affairs, Office of Civil Rights, and Office of Labor Relations. The needy salute you with thanks.

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FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APA-4

78-47 November 20, 1978

JUSTICE DEPARTMENT GIVES WARNING ON JOB ACTIONS

The Department of Justice has advised the agency that it will not invoke criminal sanctions against individual controllers and union officials involved in a traffic slowdown last spring but said FAAers should be put on notice that any future job action may result in criminal prosecutions. In a letter to Administrator Bond, DOJ agreed that a traffic slowdown occurred on May 25-26 and June 6-7 as part of a concerted job action by approximately 30 controllers. However, it noted that the Department had never instituted criminal proceedings under the Federal anti-strike statute in the 23-year history of the law and said any departure from this policy should be preceded by adequate notice. DOJ also advised that certain possible alternative steps must be thoroughly considered and, where feasible, implemented before resorting to criminal proceedings. These steps are:

- DOJ will seek appropriate injunctive relief against the union and the individuals involved, provided that an air traffic slowdown as part of a concerted job action or other strike activity is in progress; (See page 2)

EMPLOYEE BENEFITS DETAILED

For this first in our series of articles on your career investments, let's take a look at pay, leave and insurance. As Federal employees, we have a salary rate set by Congress to be comparable to similar work performed in the private sector. That salary is usually adjusted annually in what is referred to as a cost-of-living increase. Over the past ten years, in fact, these increases have averaged more than 5 percent per year for General Schedule (GS) employees. Those of us who are Wage Grade employees have our wages, usually based on an hourly rate of pay, set in accordance with the prevailing rates in the local labor market. Our base pay and advancement opportunities rank our pay system among the best available. We are all aware of the immediate benefits of earning annual and sick leave--days off, vacation, being able to recuperate at home when we're sick and all without any loss of income. If you don't already know it, we, as Federal employees, earn 13 days per year of annual leave during the first three years, 20 days from three through 15 years and 26 days after 15 years or more. (See page 3)

JUSTICE WARNING (From page 1)

● In the event that the air traffic slowdown or the strike activity should continue, the necessary action will be taken to have any union members and/or union officials held in civil contempt, and DOJ would seek fines against both the union and the individual members involved of amounts up to \$25,000 a day; and

● FAA will initiate administrative action against the union, its membership, and/or individual employees.

If any or all of these are determined to be ineffective, DOJ said criminal investigations with a view towards prosecution will be undertaken either independently of, or in conjunction with, such civil and administrative action. The DOJ letter, signed by Philip B. Heymann, Assistant Attorney General - Criminal Division, was based on information furnished DOJ by FAA pursuant to an agreement with Judge Thomas C. Platt, U.S. District Court for the Eastern District, New York. A copy of the letter will be sent to each FAA employee.

AIRSPACE HAZARDS STUDIED

More than 300 proposed changes in the rules dealing with the evaluation of airspace hazards, such as tall buildings and radio/TV towers, will be discussed at an FAA meeting on December 4-8 at DOT Headquarters. The 311 proposed changes to FAR Part 77 were submitted by a broad cross-section of individuals, industry organizations and government agencies in response to an FAA advance notice of proposed rule-making issued in June 1977 and a call for proposals published in June 1978. A copy of the "Compilation of Proposals and Agenda" for the week-long regulatory review conference is available from AAT-240.

HANDLE WITH CARE

The agency and other elements of the Department of Transportation were among the sponsors of a recent conference in Reston, Va., to develop better methods to detect and identify explosives. During the conference, over 335 persons from science, industry and government, including Nobel Laureate Luis Alvarez, focused on four major points: (1) detection by vapor, (2) bulk detection, (3) tagging by manufacturer and (4) post-detonation investigation. The summary of FAA operational needs was presented by Richard Lally, Director of the Civil Aviation Security Service. FAA was also represented by Albert P. Albrecht, Acting Associate Administrator for Engineering and Development, and David J. Sheftel, Director, Systems Research and Development Service.

BIRD STRIKES PACT

FAA and the Department of Interior's Fish and Wildlife Service have joined forces in a cooperative effort to minimize the potential for collisions between planes and birds at the nation's airports. According to a formal agreement between the two agencies, the Fish and Wildlife Service will advise airport operators on how to make the areas around their facilities less attractive to birds. FAA will cooperate with these programs and possibly sponsor additional research by Fish and Wildlife to find improved ways to reduce the 1,200 annual "bird strikes" in this country. FAA already requires that airports that serve commercial airlines have an adequate bird-hazard control program as a condition of their annual certification. The agency monitors compliance continually and inspects the program yearly.

BENEFITS (From page 1)

And we can accumulate and carry-over from year to year up to 240 hours balance. In addition, we all earn 13 days of sick leave, which can be accumulated through our careers with no maximum or ceiling. This all fits into an investment plan when we look at the opportunities to accumulate leave now against future needs and goals. If we should become ill and be off for a longer period of time, our income is protected by that sick leave balance. Consider the hedge against inflation of taking leave that you may have earned at a lower grade now that you have achieved a higher grade. When we look at life and health insurance, there are some significant opportunities for us:

- Basic life insurance coverage for which the agency covers one-third of the cost;
- The opportunity to choose an additional \$10,000 of optional coverage without a physical examination (you pick up the whole cost on this one);
- The choice of a variety of health insurance plans so you can match coverage to your specific needs;
- No waiting period for coverage under whatever health plan you choose;
- You can change coverage if your requirements change--in fact, Open Season this year is November 13 through December 8;
- The FAA pays approximately 60% of the premium cost of these health plans.

So it's easy to see how your career investments mount up? We'll look at the role training, awards, and advancement opportunities play in building your investment plan in next week's article.

PROBABLE CAUSE ANNOUNCED

The National Transportation Safety Board has determined that the "probable cause" of the National Airlines Boeing 727 accident at Pensacola, Fla., in May 1978 was "the flight crew's unprofessionally conducted non-precision instrument approach, in that the captain and the crew failed to monitor the descent rate and altitude, and the first officer failed to provide the captain with required altitude and approach performance call outs." The Board added that "the crew failed to check and utilize all instruments available for altitude awareness, turned off the ground-proximity warning system, and failed to configure the aircraft properly and in a timely manner for the approach." Identified as a contributing factor to the accident was the radar controller's failure to provide advance warning of the start-descent point. According to the Board, this oversight accelerated the pace of the crew's cockpit activities, after the aircraft passed the final approach fix. In a few weeks, copies of the complete report may be obtained without charge by writing to the Publications Branch, National Transportation Safety Board, Washington, D.C. 20594.

FAA TOPS MINORITY BUSINESS GOAL

FAA surpassed its Small Business Administration's Minority Business Enterprise Program goal by approximately 20 percent in FY 1978. This was done in spite of the fact that figures at the end of the third quarter indicated that the agency would fall short of its \$20,825,185 goal. But a fourth-quarter rally paid big dividends, and the final total was \$25,009,343.

CFC LANDS NEW 100% CLUB MEMBERS

"Sharing is caring"--the theme of the CFC Drive was demonstrated with 100% participation and 100% contribution by the following four new members in the 100% Club: Associate Administrator for Air Traffic and Airway Facilities, Office of Aviation Safety, Office of Aviation System Plans and the Office of Investigations and Security. The good feelings of all contributors, especially the 100%'ers, are shared by the CFC team and the needy. Meanwhile, the invitation for additional 100% membership contributions by Offices and Services carries a sense of urgency in order to reach our \$168,890 goal by the close of the CFC Drive.

CALL FOR FY-80 TRAINING REQUIREMENTS

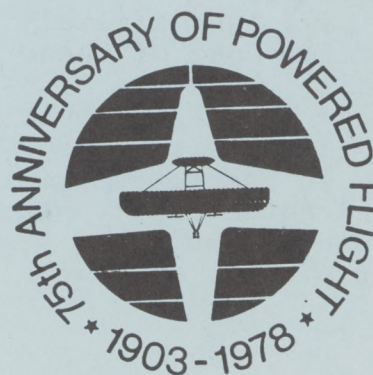
From November 7 through December 6, first-line supervisors will be initiating FY-80 training requirements for headquarters employees. Employees are encouraged to communicate their training needs to supervisors during this period. Supervisory personnel should refer to Notice 3000.46 which has been distributed to each Branch for instructions and guidance on completing the requirement process. For further information, contact Phyllis Burbank, APT-130, x63320.

CAREER PLANNING

Do you want to find out How to Get a Better Job Quicker or how to Help Your Boss and Help Yourself? If so, stop by room 7AB at noon on November 21 for a meeting sponsored by the Women's Program Committee. The topic of the day is career planning resources in the library, and these "how to" books as well as many others will be discussed by DOT Branch Librarian, Dorothy Poehlman.

INVITATION TO OPEN HOUSE DURING OPEN SEASON

Two Washington, D.C. Comprehensive Health Plans have scheduled open house tours for Federal employees during the 1978 Health Benefits Open Season enrollment period. Representatives will be available to answer questions about benefits and services. The George Washington University Health Plan will conduct four tours: Friday, November 17, from 11:30 a.m. to 1 p.m.; Tuesday, November 21 and Wednesday, December 6, from 6 p.m. to 8 p.m. and Wednesday, November 29, from 8 a.m. to 10 a.m. The facility is located at 1229 25th Street, N.W., Washington, D.C. The Georgetown University Community Health Plan will hold open houses at each of their facilities from 5:30 p.m. to 8 p.m. on the following dates: Monday, November 27, Northeast-Georgetown Medical Center, 601 Edgewood Street, N.E., Washington, D.C.; Tuesday, November 28, Reston-Georgetown Medical Center, Lake Anne Office Building, 11484 Washington Plaza West, Reston, Va.; Monday, December 4, Kensington-Georgetown Medical Center, 10500 Summit Avenue, Kensington, Md.; and Thursday, November 30, Springfield-Georgetown Medical Center, 6501 Loisdale Court, Springfield, Va. For additional information, contact the Labor Relations Branch, APT-140, x68916.



FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

48
78-49 November 27, 1978

SOME UNUSUAL BENEFITS

The term "benefits" has application over and above the usual reference to pay, leave and insurance. Perhaps one of the best long-term investments available to FAA employees is in the area of training. During 1977, there were a total of 51,735 training enrollments in various programs. (Of course, this doesn't mean there were 51,000 students.) This includes 25,043 in correspondence courses, 3,864 Air Traffic, 7,567 Airway Facilities, 2,939 Flight Standards, 640 Airports, 3,597 MTS and 8,085 in other training courses. You are encouraged to take advantage of the numerous self-development activities available and to increase your knowledge in order to put you in a better position for advancement consideration. Advancement adds to your career investment, you know. There are several opportunities for the FAA career employee to progress. The most visible program open to you is Merit Promotion. Promotions can mean more dollars as well as a more rewarding work experience. Most FAA jobs build from the entry level upward, which means you compete (Continued on page 2)

FIRE TEST LABORATORY TO BE BUILT AT NAFEC

The Government's largest fully-enclosed test laboratory for fire research work will be built during the next two years at NAFEC. In the new laboratory, controlled fires will simulate those in aircraft as large as jumbo jets. NAFEC Director Robert L. Faith said that the facility will enable the FAA to accelerate research aimed at providing passengers with increased protection from aircraft fires, which are a major cause of fatalities in survivable aircraft accidents. He added that the test laboratory also could be used for full-scale fire safety test work with other transportation vehicles. The new laboratory, in the planning stages for several years, is the second major construction project underway at the Center. The other project is a \$50 million technical and administrative headquarters building. The main test wing of the two-wing structure will be designed to accommodate aircraft fuselages similar to those of wide-bodied, commercial jet aircraft, such as the Lockheed L-1011 and the McDonnell-Douglas DC-10. The ceiling of this wing is designed to withstand repeated flame temperatures of up to 2,000 degrees F.

THERE ARE OTHER WAYS

The Surface Transportation Assistance Act of 1978, signed last week by President Carter, combines for the first time federal financial assistance programs for highways and public transportation. Secretary of Transportation Brock Adams said the legislation confirms that "We are going to have public transportation in place . . . for the 1980s. The Act gives us the tools to provide alternatives to the automobile, he continued." The Act also sets deadlines for completion of segments of the Interstate Highway System. Some of the restrictions on use of highway or transit funds are reduced, allowing states and communities to make better choices of transportation planning and funding.

INTERNATIONAL TOWER IS GO

Pago Pago International Airport in American Samoa now has an FAA control tower. This came about recently when the airport's fire station observation tower was converted to air traffic control use. As a result, the facility, which also has functioned as a Combined Approach Control/International Flight Service Station (CAP/IS), has been renamed the Combined International Station/Tower (CIS/T). Currently, tower services are being provided 16 hours a day. Approach control and IFSS functions are provided on a 24-hour basis. When an adequate number of controllers are qualified on positions, tower

services will be expanded to 24 hours. The chief of the new facility is Carl Schumacher. The controllers are: Frank Bateman, Byron Tureman, Dennis Pabao, Diane Warren, Charles Brown, Allan Fairchild and Daniel Robinson.

TRAINING (from page 1)

with those in the FAA rather than the general public. Many jobs provide advancement based on demonstrated performance up to specified levels. Compare our program with how others "compete," e.g., number of products, number of sales, number of collections, audits, etc. There is still another way of increasing your investment and that is through awards. Last year, 66 employees received cash awards amounting to \$22,060 for suggestions with first year tangible benefits to the Government of \$912,594. In addition, Special Achievement Awards totaling \$46,299 were given to 174 employees for tangible benefits of \$978,245. Significantly, another 3,087 FAAers received \$1,007,834 in Special Achievement Awards for intangible benefits to the Government. You should remember that awards are recognized when reviewing performance, considering promotion candidates and when nominating participants to attend training or development programs, all of which goes toward additional credit in your investment plan. Next week we will take a look at how retirement fits into your investment plan.



DON'T FORGET THE TRAIN

Even though FAA is air oriented, employees traveling on official business should keep in mind that the Federal Government also is economy oriented. The Office of Accounting and Audit reminds us that air travel is not always the optimum way to travel. Trains may be faster, as well as cheaper, on some routes. A Congressman studying Federal travel between Washington and Philadelphia found that commercial flights cost twice as much as Metroliner coach, whereas the portal-to-portal travel time was virtually identical. Therefore, the auditors advise that travelers and authorizing officials should weigh the respective merits of air and rail travel for short trips to decide which mode is most advantageous to the Government.

MONITORING ENDS AT JFK

Community noise monitoring of Concorde operations at New York's John F. Kennedy Airport ended on November 21, exactly one year after the British-French SST began regularly scheduled service to Paris and London. FAA's Office of Environment and Energy will release its summary report for the year in late December. The report will detail the agency's findings over the 12-month period and will provide an analysis of the noise, vibration, community response and sonic boom activity. A similar 12-month report was issued when Concorde monitoring operations ended at Dulles International in Washington in May of 1977.

DEREGULATION EXPLAINED

For those confused about the impact of the Airline Deregulation Act of 1978 on FAA operations, the Office of Aviation Policy (AVP) has published a quick and ready reference on this landmark piece of legislation. For example, the AVP Bulletin points out that FAA is required to submit an annual report to the Congress on the air safety impacts of the Act. The agency's aircraft loan guaranty program also has been revived by the legislation and broadened to include commuter and intrastate air carriers, as well as charter operators purchasing all-cargo airplanes. In addition, FAA is prohibited by the Act from increasing fees and other charges for its services without the express approval of the Congress. Copies of AVP Bulletin No. 78-1 are available from Roger Westberg, AVP-101, (202) 426-8733.

BOND OUTLINES ROTORWING PLAN

"Commercial recognition of the versatility of helicopters has made this segment of air transportation the fastest growing element of the aviation industry," Administrator Bond said last week at the certification ceremony of the Sikorsky S-76 in Bridgeport, Conn. Bond also said that during the next five years, FAA will thoroughly modernize and streamline its standards, procedures and regulatory activities dealing with the rotorwing segment of air transportation. "This action is aimed squarely at expediting the safe and economical integration of the helicopter into all-weather operations of the National Airspace System," he said.

COMBINED FEDERAL CAMPAIGN EXTENDED TO DEC. 1

CFC STATUS REPORT

| Organization | Number of Employees | % Part. | % Dollars | Average Donation |
|---|---------------------|-----------|-----------|------------------|
| * Office of the Administrator | 19 | 100 | 154 | \$ 68.61 |
| * Office of the Deputy Administrator | 3 | 100 | 123 | 76.17 |
| * Associate Administrator for Administration | 10 | 100 | 158 | 104.46 |
| Associate Administrator for Air Traffic & Airway Facilities | 36 | 100 | 71 | 40.53 |
| Associate Administrator for Engineering & Development | 7 | 86 | 70 | 57.42 |
| * Associate Administrator for Policy & Int'l Aviation Affairs | 10 | 100 | 132 | 80.11 |
| * Office of Accounting and Audit | 93 | 100 | 114 | 53.97 |
| Office of Airports Programs | 103 | 89 | 94 | 65.55 |
| Air Traffic Service | 236 | 82 | 89 | 68.44 |
| Airway Facilities Service | 277 | 82 | 79 | 58.07 |
| Office of Aviation Medicine | 39 | 95 | 126 | 68.70 |
| Office of Aviation Policy | 44 | 93 | 97 | 65.77 |
| * Office of Aviation Safety | 7 | 100 | 193 | 134.43 |
| * Office of Aviation Systems Plans | 31 | 100 | 145 | 98.84 |
| Office of Budget | 59 | 80 | 90 | 65.99 |
| Office of the Chief Counsel | 87 | 22 | 21 | 59.08 |
| * Civil Aviation Security Service | 33 | 100 | 142 | 86.79 |
| * Office of Civil Rights | 16 | 100 | 149 | 84.91 |
| Office of Environment & Energy | 34 | 100 | 50 | 29.21 |
| Flight Standards Service | 285 | 73 | 73 | 60.18 |
| Office of International Aviation Affairs | 55 | 85 | 84 | 54.49 |
| * Office of Investigations & Security | 20 | 100 | 154 | 81.93 |
| * Office of Labor Relations | 13 | 100 | 245 | 156.14 |
| Logistics Service | 177 | 89 | 85 | 51.32 |
| * Office of Management Systems | 134 | 100 | 130 | 75.18 |
| Office of Personnel and Training | 156 | 65 | 96 | 73.72 |
| * Office of Public Affairs | 27 | 100 | 101 | 55.56 |
| Office of Systems Engineering Management | 62 | 84 | 81 | 63.26 |
| Systems Research & Development Service | 301 | 78 | 91 | 69.57 |
| Metropolitan Washington Airports | 389 | 26 | 34 | 44.51 |
| Eastern Region Elements in Washington | 289 | 34 | 38 | 63.89 |
| * European Region Element in Washington | 5 | 100 | 194 | 72.30 |
| TOTAL AGENCY | 3,057 | 71 | 82 | \$ 70.63 |

CONTRIBUTIONS TO DATE: \$138,320

GOAL: \$168,890

* 100% CLUB (A Good Feeling)

and International Aviation Affairs, Office of Accounting and Audit, Office of Aviation Safety, Office of Aviation Systems Plans, Civil Aviation Security Service, Office of Civil Rights, Office of Investigations and Security, Office of Labor Relations, Office of Management Systems, Office of Public Affairs, and the European Region elements in Washington. All offices and services are urgently invited to become members of the 100% Club by Dec. 1.

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In order to provide an opportunity to meet the FAA goal of \$168,890 and increase the memberships of offices and services in the 100% Club, the Administrator, Chairman of the CFC, has extended the closing date to Dec. 1. Since these contributions mean so much to the vast number of people who are in need, it is highly desirable that every effort be made to achieve our goal. This can only be assured by 100% participation. The current members of the 100% Club are: Office of the Administrator, Office of the Deputy Administrator, Associate Administrator for Administration, Associate Administrator for Policy

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APA-4

78-50 December 4, 1978

LONG-RANGE BENEFITS PROTECT AGENCY EMPLOYEES

In previous articles, INTERCOM highlighted the many benefits enjoyed by those working for the FAA and the Federal Government. The retirement benefits are among the best features of Federal employment. The retirement system provides a measure of income protection in case of disability, provides for one's family in case of death and pays you an annuity after retirement. All of this for a 7% paycheck deduction, which FAA matches in your behalf. There are three types of retirement benefits available to employees: Optional, Discontinued Service and Disability. Optional retirement means employees may retire at their convenience if they are 55 years old with 30 years of service, or 60 with 20 years, or 62 with 5 years. If you become unable to continue at your job because of medical reasons, you may file for disability retirement (which must be approved by the Civil Service Commission). Discontinued Service Retirement is available if you are separated involuntarily through no fault of your own after reaching age 50 and completing 20 or more years of service or 25 years of service at any age. In this type of retirement, the annuity is reduced if you are under age 55. If for some reason an employee is not eligible for retirement benefits, there are (See page 2)

TWO DIRECTORS NAMED

Administrator Bond has picked two new Regional Directors. Leon C. Daugherty, Deputy Director of the Western Region, becomes that region's Director, a position he has held on an acting basis since the death of Robert H. Stanton in July. Robert L. Faith, Director of NAFEC, has been named Director of the Alaskan Region, replacing Lyle K. Brown, who retired at the end of August. Daugherty joined the agency in 1947 as an electronics technician, while Faith began his FAA career in 1956 as an airport engineer in the Central Region and later became a regional flight test engineer and pilot.

FAA LOOKING FOR FACTS

The agency plans to produce its own report on the September 25 midair collision over San Diego between a Pacific Southwest Airlines jet and a light aircraft. In announcing the plan, Administrator Bond said, "We want to look at our own conduct in this instance" and added that "FAA has an independent responsibility to find a cure for accidents...." The agency's report will identify factors contributing to the accident but will not infringe on the statutory responsibility of the National Transportation Safety Board to determine "probable cause." (See page 2)

BENEFITS (From page 1)
still other programs available. For example, should you become involuntarily separated from the service (not for cause), you may be eligible for severance pay. The amount you would receive depends on your age and length of service. As a Federal employee, you also are entitled to unemployment compensation. Eligibility is generally determined by the law of the local jurisdiction where you last worked. Also, employees who become disqualified as a result of an on-the-job injury or an illness can also take advantage of Office of Worker's Compensation Program benefits. Included among those benefits is the availability of retraining opportunities. Air traffic controllers have enjoyed additional benefits beyond those received by other employees. They are one of very few occupations in the Federal Government in which one can retire after only 20 years of service at 50 with a guaranteed 50% of the high-three average salary without a reduction for being under age 55. Most government employees must complete 30 years of service and be 55 years old in order to retire and receive full benefits. In addition, controllers under PL 92-297 (who are removed from their duties because of a medical disqualification, technical proficiency or for the preservation of his/her physical or mental health) have also been entitled to elect up to two full years of training at full salary under the Second Career Training Program. However, in approving DOT's 1979 Appropriations Bill, Congress prohibited FAA from using funds for new entries into this program. This resulted from the program's unusually high cost, the fact that relatively few controllers have

gone into a second career following training and from the General Accounting Office Report recommending that the program be discontinued. Therefore, any controller disqualified after September 30, 1978, has not been eligible for second-career training. Congress further directed the FAA to reevaluate the Second Career Training Program and submit a report containing recommended regulatory and statutory changes. As a result of Congress' mandate, the agency is currently considering three alternatives, all of which would require legislative action. They are: (1) continue to provide some training but on a much more limited basis; (2) grant an adjustment allowance in lieu of training; (3) totally eliminate Second Career Training and provide no other additional benefit. The decision will be based on very careful analysis, and the recommendation to Congress should be made in the near future. Regardless of which alternative is selected, controllers still have early retirement privileges, as well as all those benefits available to other Federal employees who are removed from their positions through no fault of their own.

FACTS (From page 1)
In a related development, Bond announced that FAA would issue a set of proposals "before Christmas" dealing with the expansion of positive control in both en route and terminal airspace. Bond previously had outlined these proposals in testimony at a joint House-Senate hearing in San Diego.

CIVIL SERVICE REFORM EXPLAINED

A new brochure outlining the many ramifications of the Civil Service Reform Act, as well as President Carter's Reorganization Plans Nos. 1 and 2, is on its way to all employees. Some of the points covered in the pamphlet are:

- The Civil Service Commission will be abolished on January 1, 1979, and replaced by an Office of Personnel Management and a Merit System Protection Board. Another new agency, the Federal Labor Relations Authority, also has been created.
- The objective performance ratings (outstanding, satisfactory, unsatisfactory) will be dropped so each agency may develop and phase in its own appraisal system. These new systems are expected to be fully implemented by 1981.
- First-time supervisors and managers will be required to serve a trial period before their appointments become final. Those who don't work out will be returned to their previous grade and pay.
- Managers and supervisors in the GS-13/15 category will be subject to a merit pay system in which step increases will be directly linked to performance rather than length of service.
- A new Senior Executive Service will be created for managers at the GS-16 and above levels. Employees already at these grade levels, however, will have option of joining or not joining the SES.

Other subjects discussed in the brochure include new procedures for adverse actions and appeals, grade and pay retention following downgrading actions, veterans' preferences and benefits and changes in Federal labor-relations policies.

A LONG HOUR

One plane played hide-and-go-seek with another in the clouds over Minnesota, while controllers at the Minneapolis Center tried to vector the lost plane to a safe landing recently. Controllers Preston M. Banning and Karen C. Lijasing and other members of the FAA team first heard about the lost, single-engine plane from the Minneapolis FSS. One minute after receiving the call, the emergency target was located on radar, and immediately radio contact was established. For the moment, the problem seemed to be solved but, in fact, the difficulties were only beginning. Eighteen minutes after initial contact, the lost plane dropped below minimum safe altitude and minutes later reported a partial engine failure. Then communications with the Center were lost. But controllers kept working the problem and set up a relay with another aircraft in the vicinity. They next tried to get the two planes in sight of each other so the second plane could lead the first to a safe landing. Visual contact was made briefly and then lost again. However, by this time, the lost plane had been vectored to the vicinity of the St. Cloud Airport, where the weather was improving. Just a little more than one long hour after initial contact, the disoriented pilot radioed to say that he had "the rotating beacon and runway in sight." Minutes later he made a safe landing. During the month of October, 284 flight assists were reported--103 by FSSs' 122 by towers and 57 by en route centers. There were a total of 380 people reported on board the aircraft involved.

NOT QUITE NORMAL

Everything seemed normal in the FOB-10A last Monday at noon time, but things weren't quite as normal as they appeared. Actually two of the patrons standing patiently in line were hold-up men. When they got to the cashier they handed her a note saying, "Either hand over the cash or we'll blow your head off." She handed the money to one of the bandits while the other held back the line of customers. After that, the two men, wearing shirts and jeans, left the cafeteria. . . rapidly.

TIME TO START TALKING

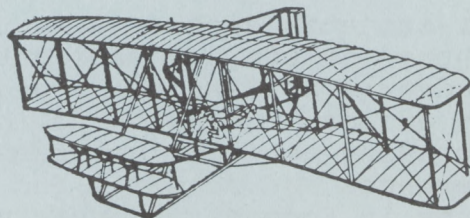
For those interested in improvement of public speaking, both prepared and impromptu, and increasing leadership and organizational abilities, the Federal Aviation Toastmistress Club meets every Wednesday in FOB-10A from noon to 1 p.m. Visitors are welcome. Call Lucy Dunson, x63589 or Judy Branting, x68034 for further information and room numbers. Join us and start talking.

LISA SANCHEZ THANKS ALL

Lisa Sanchez of the Office of Personnel and Training has written to her friends in the agency who helped her during a recent illness. She said in part, "I simply want to acknowledge each of you for your most unselfish generosity and financial gifts to me during this extremely financial, physical and emotional taxing period of my life.... So very much has been done to help me anonymously that it is impossible to thank you individually, and I pray that this message will reach you all."

NASM CELEBRATES 75th

In December, the Smithsonian's National Air and Space Museum will commemorate the 75th anniversary of the Wright Brothers' flight with a free symposium, the opening of a new exhibit and the publication of a book, "The Wright Brothers: Heirs of Prometheus." On December 14, 1978, the Air and Space Museum will open a special exhibit devoted to the Wright Brothers. The exhibit, located just under the original Wright 1903 Flyer in the Museum's Milestones of Flight Gallery, will include pages from the 1903 patent, documents relating to the 1909 Military Flyer and its sale to the U.S. Army, models, photographs and other memorabilia. On the evening of December 14 the Museum will sponsor a Wright Brothers' symposium. Five papers on the Wrights and the 1903 Kitty Hawk Flyer will be presented by eminent historians. The free, public symposium will begin at 8 p.m. in the Museum's Theater. The new book on the Wrights and their flights, "The Wright Brothers: Heirs of Prometheus," is now available through the Smithsonian Press. The book includes the first published eyewitness account of a powered flight, papers prepared for the December symposium, a comprehensive photographic essay, technical information on the Wrights' craft and engine.



FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

78-51 December 11, 1978

TERMINAL ATC MEASURES STUDIED

Deputy Administrator Quentin Taylor has told the National Transportation Safety Board that the recent midair collision over San Diego has prompted FAA "to critically examine" various air traffic control procedures to determine if any changes are needed. At the NTSB hearing on the accident, Taylor said: "We are looking at communication transfer practices in terminal areas.... We are assessing present visual separation practices.... We are looking at the validity of existing policy and procedures regarding practice approaches.... We are trying to identify the level of pilot knowledge of terminal separation procedures and related responsibilities...(and) We intend to determine just how well we are doing with our own controller workforce in terms of reinforcing their knowledge of terminal procedures." Taylor said that these "may very well turn out to have no direct or indirect bearing on this accident but nevertheless have come to our attention as issues in need of review."

CONFLICT ALERT NEARS COMPLETION

The Miami tower last month became the first dual-beacon ARTS III (automated radar terminal system) facility to go (See page 3)

FIRST ARTS II UNIT COMMISSIONED AT TOLEDO

The first of a new line of automated radar terminal systems--the ARTS II--was commissioned this week at the Toledo, Ohio, Airport. More than 70 tower facilities around the country are scheduled to receive the new equipment. Deliveries already have been made to 14 airports, including Toledo, and all units will be on site by mid-1980. Built around a minicomputer, ARTS II works in conjunction with existing airport surveillance radars and aircraft transponders. The radar triggers a transponder reply and this signal then is fed into the ARTS II computer where a data tag is generated for presentation on the radar scope next to the appropriate aircraft target. Included in the tag is such vital flight information as aircraft identity and altitude. ARTS II was designed by the Burroughs Corp. under FAA contract for low-to-medium activity airports. The agency already has the more sophisticated and higher capacity ARTS III at the nation's 63 busiest airports. Currently installation and pre-operational testing is being carried out at the airports that have received the equipment. Two ARTS II units also have been delivered to the FAA Academy and two more have gone to NAFEC.

NEW DESIGN TECHNOLOGIES LISTED

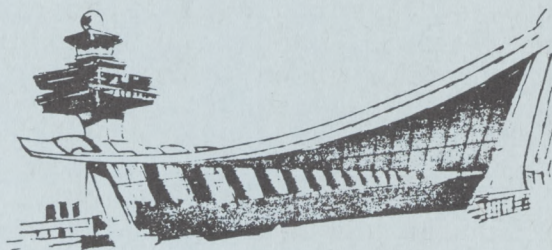
More than 40 new or underused technologies that could improve the safety, performance and cost features of general aviation aircraft have been identified in a new report prepared for FAA. Based on a study conducted by the University of Oklahoma, the report says that "demonstration programs involving FAA, NASA and industry could encourage the development of new technologies and increase the rate of technology transfer in the general aviation industry." In addition, it said such programs could serve "to define and clarify the certification process for new technologies and thereby ease and expedite their introduction into general use." Among the promising technologies listed in the report are: improve stall/spin characteristics, carburetor ice detectors, crash-resistant fuel cells, CRT (cathode ray tube) navigation displays, low-cost weather detection systems, ice-shedding airframe surfaces and improved passenger restraint systems. For additional information on the study, FAAers may contact Colin Simpson in Washington headquarters on 426-3862.

ET BROCHURE REVISED

The Airway Facilities Service has revised the publication entitled, "The Electronic Technician in FAA." Many FAA employees will remember the earlier edition as an OJT manual bearing the same title. Although this publication is basically intended for indoctrination of newly hired field technicians, other FAA employees may find items of value and interest. Requests for copies may be directed to the FAA Academy, AAC-940.

ATC DELAYS UP IN NOVEMBER

Air traffic delays increased slightly in November when compared with the same month in 1977. The 4,751 total last month was 96 more than the November 1977 figure. As usual, weather was the major culprit, accounting for 82 percent of the delays. Next were equipment failures with nine percent and traffic volume with six percent. Chicago O'Hare, the nation's busiest airport and a key transfer point, logged 18 percent of the total delays and was responsible for another 13 percent recorded elsewhere. Denver Stapleton, where major runway construction is in progress, had 14 percent of the delays and LaGuardia, eight percent. Of the total delays, 56 percent were arrivals, 38 percent departures and six percent en route.



MARSHALS GUARD SURVIVORS

Eight of the agency's Federal Air Marshals were called on last week to provide security on the flight that returned 20 survivors of the mass suicide and murder in Guyana to the United States. The armed marshals accompanied the survivors at the request of Pan American World Airways to guard against possible violence either directed at or precipitated by the survivors. The marshals are all FAA air transportation security personnel who are specially trained for such missions.

CONFLICT (From page 1)
operational with conflict-alert. In addition, the eight other dual-radar ARTS III sites have received their conflict alert "software" or computer programs and are expected to put the system on line within 60 days. Conflict alert, which already is in use at the 54 single-beacon ARTS III facilities (as well as the 20 domestic en route centers), projects the flight paths of aircraft in the control area and warns controllers when a problem is detected. In addition to Miami, the dual-beacon ARTS III locations are Chicago O'Hare, Dallas/Ft. Worth, Los Angeles International, Washington National, Jacksonville, Sacramento, El Toro/Santa Ana, and Bay TRACON at Oakland.

HAPPENINGS AROUND THE SYSTEM

Controllers in the Nashville, Tenn. Tower watched an extravaganza in the sky on November 30. The cab was actually lit up by the light of a meteor plunging through the atmosphere. Watch supervisor T.A. Stephenson said it was different from anything he had ever seen before. "It behaved like a shooting star, but the tail was much wider, and instead of being a washed-out yellow, it was a brilliant red like the tail of a rocket." He said it was an impressive sight, but he did not think he was seeing a flying saucer or visitors arriving from outer space Controllers at Chicago's O'Hare International Airport also had a unique experience recently. Normally, the busiest airport in the world, it logged only 704 operations on a recent snowy Friday. This contrasts with over 2,000 operations at O'Hare on a typical day.... On the other end of the

activity scale Los Angeles (LAX), last month set a single busy-day record for that facility. There were 1,784 airport operations, surpassing the previous one-day record of 1,773, set on June 30, 1978.

'TIS THE SEASON TO BE ...CAREFUL

Once again the holiday season draws near. Employees and supervisors, especially those who work in regulatory or inspection activities, should be aware of the dangers which can result from accepting holiday gifts or favors from persons who deal with DOT. The Office of Labor Relations reminds us that accepting even a seemingly innocent holiday gift can result in a real or apparent conflict of interest. Remember, what might be acceptable in the private sector could be a violation in the FAA. For full details on the acceptance of gifts and favors, see DOT Regulations, Part 99, Employee Responsibilities and Conduct, or check with your servicing personnel management division.

ICAO JOBS LISTED

The following assignment is now available with the International Civil Aviation Organization (ICAO). Montreal (2 years) - PC-46/78 Chief, Personnel Branch, P-5/P-0. P-5, Gross: \$38,190 and Net (free of tax): \$24,298 without dependents and \$26,299 with dependents; P-0, Gross: \$43,890 and Net (free of tax); \$26,931 without dependents and \$29,245 with dependents. Applications are due in AIA-19 by 1/21/79. Information concerning this assignment is available at your personnel office.

1979 CFC FINAL REPORT AS OF DECEMBER 8

| Organization | Number of Employees | % Part. | % Dollars | Average Donation |
|--|---------------------|-----------|-----------|------------------|
| *Office of the Administrator- | 19 | 100 | 154 | \$ 68.61 |
| *Office of the Deputy Administrator | 3 | 100 | 123 | 76.17 |
| *Associate Administrator for Administration | 12 | 100 | 163 | 108.13 |
| Associate Administrator for Air Traffic & Airway Facilities | 36 | 100 | 71 | 40.53 |
| Associate Administrator for Engineering & Development | 7 | 100 | 73 | 51.22 |
| *Associate Administrator for Policy & Int'l Aviation Affairs | 10 | 100 | 132 | 80.11 |
| *Office of Accounting and Audit | 93 | 100 | 114 | 53.50 |
| *Office of Airports Programs | 103 | 100 | 104 | 64.32 |
| Air Traffic Service | 236 | 86 | 94 | 68.71 |
| Airway Facilities Service | 277 | 92 | 84 | 55.80 |
| Office of Aviation Medicine | 39 | 97 | 129 | 68.26 |
| Office of Aviation Policy | 44 | 98 | 103 | 66.19 |
| *Office of Aviation Safety | 7 | 100 | 193 | 134.93 |
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| *European Region Element in Washington | 5 | 100 | 491 | 130.57 |
| TOTAL AGENCY | 3,057 | 83 | 91 | \$ 70.63 |

**FINAL TOTAL CONTRIBUTIONS: \$154,097.35

GOAL: \$168,890

* 100% Dollar Goal and Participation

** This total represents Washington Headquarters and Eastern Region elements in the Washington area combined.

Washington Headquarters: \$147,044.35, 88% participation and 96% dollar goal.

***Eastern Region Elements: \$7,053.00, 42% participation and 43% dollar goal.

CLUB ELECTIONS UPCOMING

Persons interested in running in the upcoming elections for a position on the FAA Club's Board of Directors should contact Marie Mader, x63599. The following positions are available for a two-year term: Vice-President, Membership, Secretary, Education, Athletics, Public Relations and Treasurer. This is a great opportunity to be involved in the operation and function of the club. It is also good leadership experience that may be valuable for career development.

SUCCESS MARKS CFC CLOSING

Asministrator Langhorne Bond; CFC Chairman Brooks Goldman, Director of Management Systems and CFC Vice-Chairman; and Theodore Frazier, AMS and CFC General Coordinator, jointly thank FAA employees for \$154,097.35 in contributions received in the 1978-79 Combined Federal Campaign. The final tally of 83% participation and 91% of the agency's goal reflects the concern of Headquarters' employees for those in need. Additional recognition and appreciation is extended to those campaign leaders and key workers who also did their share of just plain hard work. Such devoted effort provided the mechanism for this "once a year" combined support to a needed community service.

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FOR INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

78-52 December 18, 1978

APA. 4

SEASON'S GREETINGS



ADMINISTRATOR'S CHRISTMAS MESSAGE

On December 17, 1903, Orville and Wilbur Wright wired back to Dayton that they had achieved four flights at Kitty Hawk and closed with the notation that they would be home for Christmas. So the Wright Brothers, despite the mystique that now surrounds their name and achievement, were really not different than any of us.

We all want to be with our families and friends during the holiday season. This is only natural. Still, we should not forget that the real message of Christmas is one that exhorts us to expand the to horizons of our human concerns and increase our efforts to further "peace on earth, good will to men." For Christmas is not just a time of rejoicing but an opportunity for reassessment and rededication to the challenges that lie ahead. To all of you, a Merry Christmas.

CHRISTMAS BELLS

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

PATCO LOSES APPEAL

On December 13, 1978, the United States Court of Appeals for the Second Circuit heard arguments on PATCO's appeal of Judge Platt's decision in *ATA v. PATCO* which resulted from the slowdown in May and June, 1978. After hearing the arguments, the three judge panel immediately affirmed the decision that: "PATCO, its officers, agents, employees and members its successors or assigns, and any other person acting in concert with it or them, is permanently prohibited and enjoined from, in any manner, calling, causing, authorizing, encouraging, inducing, continuing or engaging in any strike (including any concerted stoppage, slowdown, or refusal to report to work) by air traffic controllers employed by an agency of the United States, or any other concerted, unlawful interference with or obstruction to the movement or operation of aircraft or the orderly operation of any air traffic control facilities by any agency of the United States." PATCO has been ordered to pay \$100,000 to ATA.

NEPOTISM RULE REVISED

Agency provisions now prohibit only the employment of one relative under the line authority of another relative. This means that an employee's sister, brother or spouse, for instance, could go to work for the same agency or even the same office or service as a current employee. But the modifications in nepotism provisions would not allow an employee's relative to be employed in an organization which is under the line authority of the employee. However, there is a continuing prohibition against any FAA official employing or promoting a relative, or advocating the employment or promotion of a relative to a position within the agency. For further details see the personnel office or your supervisor.

DECISIONS ABOUT CRASHES

U.S. District Court for the Northern District of Texas found no negligence by ATC personnel in the crash of a Cessna 210 near Greater Southwest Airport at Fort Worth on Dec. 18, 1972. The pilot's heirs contended that controllers provided the deceased with an emergency radar approach to Southwest Airport in poor weather conditions and should have sent him to Dallas Love Field. The Court found no negligence by the controller, and held that the controller's responsibility to a distressed pilot is to give him priority to the extent possible and render the assistance which the pilot requests. In another case, the National Transportation Safety Board last week reported that both air traffic controllers and pilots caused the in-flight collision near Memphis International Airport last May 18. The Safety Board held that controllers failed to provide required separation of the two aircraft, to coordinate separate instructions given to the pilots, and to issue traffic alerts. And the pilots, the Board found, failed to see and avoid each other.

LIBERAL LEAVE EXPLAINED

Some snowy morning very soon, we may hear the radio announce that a "liberal Leave" policy is in effect for Federal employees. This means that employees providing non-critical services can elect to take annual leave and remain at home. The three emergency conditions are defined as follows: Condition 1: Limited emergency conditions; all employees report for work. Condition 2: Emergency conditions, but most Federal agencies are open; excused absence and liberal leave policy may be in effect; however, all employees must make every effort to get to work. Condition 3: Emergency conditions; most offices closed--excused absence for most employees without charge to leave or loss of pay.

FAA GETTING DARC

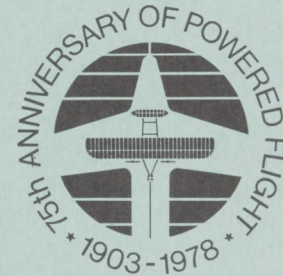
The first of 22 Direct Access Radar Channel (DARC) units has been shipped to the FAA Academy and a second unit is scheduled for delivery to NAFEC later this month. DARC will serve as an improved backup capability at enroute centers in the event of a failure or scheduled outage of the primary radar processing systems. The remaining 20 DARC units will be delivered to the centers at monthly intervals beginning in March. Using minicomputers and related equipment, DARC will provide a readout on the controller's scope of aircraft identity and altitude. It will replace the old broad band radar, now in use as backups at the centers, which does not provide data tags for aircraft targets and has become costly to maintain and operate.

AAF ORDERS CANCELLED

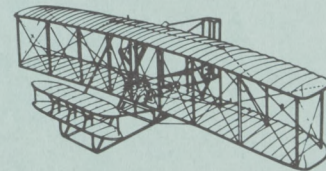
The following AAF orders are cancelled and will be reflected in the next edition of the FAA Directives Checklist: Order 4400.35, Implementation of Standard FAA-STD-013 Quality Control Program Requirement; Order 4405.2, Implementation of Standard FAA-STD-005, Preparation of Specification Documents; Order 4510.3, Preparation of Specification Documents FAA-STD-005B; Order 6030.19A, Implementation of Standards FAA-STD-002A, Engineering Drawings; Order 6030.21, Implementation of Standard FAA-STD-101, Graphic Symbols for Digital Logic Diagrams; Order 6030.23A, Implementation of Standard FAA-STD-012, Paint Systems for Equipment; Order 6030.30, Color and Texture of Finishes for National Airspace System Equipment, FAA-STD-001; Order 6050.14C, Frequency Usage Report (RIS: AF 6050-9); Order 6990.3, Implementation of FAA-STD-008, Siting and Installation Standards for RVR Equipment.

FIRST FLIGHT REMEMBERED

When the Wright Brothers made history's first powered flight in a heavier-than-air machine in December 17, 1903, FAA wasn't even a gleam in someone's eye. But when the 75th anniversary of that achievement was celebrated at Kitty Hawk last weekend on the schedule was a distinguished group of speakers headed by Transportation Secretary Adams and



Attorney General Bell, and FAA was well represented. For example, a temporary control tower was set up at First Flight Airport using controllers from nearby New Bern, N.C., Tower. They were on duty at the 3,000-foot single strip airport from noon to 5 p.m. on December 15 and from 7 a.m. to 5 p.m. on December 15 and 17. Also on hand during the three-day celebration was an operations inspector from the Raleigh/Durham GADO. All equipment was installed and maintained by AF technicians



from the Raleigh/Durham Sector. Among the scheduled highlights of the anniversary activities was to be the flight of a Wright Flyer reproduction with a young student from Boulder, Colo., at the controls. Since this item was written before the event because of deadline pressures, INTERCOM doesn't know if--like the Wright Brothers--he actually got off the ground.

GIGANTIC SPACE STATION SEEN

A new show, which includes a visit to a gigantic, self-supporting space colony as well as excursions to the Moon, Mars and Jupiter opened late last month in the Spacearium of the Air and Space Museum. The show, called "Worlds of Tomorrow," begins with the Moon, planets and stars moving overhead. Then the viewer is transported to a lunar colony. The next stop is Mars, a planet pitted with impact craters and the home of a canyon seven times wider and four times deeper than Earth's Grand Canyon. "Worlds of Tomorrow" will be shown Mondays through Fridays every 45 minutes, from 12:45 to 4:30 p.m., and on Saturdays, Sundays and holidays from 10:30 a.m. to 4:30 p.m. Admission is 50 cents for adults and 25 cents for children, students and senior citizens.

MAKING CHRISTMAS \$\$\$ COUNT

One way to make Christmas dollars count toward the real meaning and spirit of Christmas is to do what some headquarters offices and services have been doing off and on for years. The people have gotten together ahead of time and have agreed to contribute to a deserving charity instead of going through the round robin exercise of sending cards to one another. By the time the total is added up it can make a tidy sum, and a real gift is given.

FRANK J. GALOWNIA

Mr. Frank J. Galownia, Chief, Program Requirements Branch, Office of Airports Programs, was killed in an automobile accident December 5. Mr. Galownia has been with the FAA since 1963.



GOLF TOURNEY RESULTS

It was postponed once and the golf course was changed once but the FAA year-end golf tournament was held at Reston South Golf Club on October 10, 1978. The surprise of the day was the astounding 77 turned by Mike Ego who, playing to a 21 handicap netted a 56. The winners were as follows:

- Championship Flight, Gross - P. Russel, Net - J. Nugent;
- A Flight, Gross - B. Hardin, Net - G. Coen;
- B Flight, Gross - M. Ego, Net - E. Sellman;
- C Flight, Gross - C. McKay, Net - L. Bosin;
- Closest to the Pin - B. Hardin;
- Longest Drive - S. Core.

A trophy was also awarded to Helen Camper who was the only woman to participate in either the golf outings or the tournament, this year. Winners of trophies may pick up plates with their names, etc., at the FA store. They may then be appropriately attached to the trophies. We are now in need of volunteers to conduct next year's activities. We will need a golf committee chairperson and two assistants. If interested, please contact George Coen, AFS-220, Ext. 68080. Before signing off for the season, a word of appreciation to Kay Hartman, AFS-710, for her secretarial assistance, to Joe Flaim, AFS-14, who jumped in mid-season and took over the publicity chores and to Frank Bell, AAT-433, for his work in obtaining the trophies.

CREDIT DISCUSSED BY F.E.W.

Ms. Jean Noonan of the Federal Trade Commission will speak to the S. W. D. C. Chapter of Federally Employed Women (F.E.W.) on Wednesday, December 13 from 12:00-1:00 in Room 7AB. Her topic will be "Women and Credit." Everyone is invited to attend.

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

APP-4

December 26, 1978

WRIGHT FLYER FLIES

The celebration marking 75 years of heavier-than-air, powered flight at Kill Devil Hills, N. C., December 17, came off pretty much as outlined in last week's INTERCOM. The dignitaries expected to be there all showed up and the weather cooperated. There was only one hitch, and that was with the "Wright Flyer" replica. It did not fly as well as the original and there was some controversy as to whether it flew at all. Only on the third try did it get off the ground, and then spectators said the tail dragged in the sand throughout the flight, which lasted only two seconds by some estimates and 10 seconds by others. The original "Flyer" attained an altitude of seven feet and soared at least 120 feet in 12 seconds on the first flight. Still, the flight of the replica was the highlight of the anniversary celebration, and the whole show was termed an overwhelming success.

CONTROLLERS WERE THERE

For just over an hour the controllers "worked" the lost plane. It was perhaps the most critical hour in the pilot's life, and it could have been his last if controllers had not been there to lend a helping hand. The flight assist began when the pilot of "Nine Zero Whiskey" radioed the Plainview, Tex, Tower to say simply that he had to land. Controller Jackie Jackson responded and after several calls learned that the pilot was lost in the clouds, was not instrument rated and the plane had no (See page 2)

FAA SETS SAFETY PROGRAM FOR SAN DIEGO

Administrator Bond last week announced an 11-point program for enhancing operational safety at San Diego's Lindbergh Field to preclude any recurrence of the midair collision that occurred there on September 25. Bond said the 11-point program was based on an intensive FAA staff investigation of the air traffic control procedures and practices in use at San Diego when a PSA jetliner and a small private aircraft collided with a resulting loss of 144 lives. Although the FAA program is tailored specifically for San Diego, Bond emphasized that a number of the recommended changes also are applicable to the air traffic control system as a whole. He said he has ordered implementation of these measures on a nationwide basis where appropriate. The 11-point program for San Diego includes the establishment of a Terminal Control Area there with separation provided to all aircraft operating within this airspace. Other changes include the installation of a new radio navigation aid to permit the establishment of additional air routes for inbound and outbound traffic, installation of an instrument landing system at a nearby general aviation airport to accommodate practice instrument approaches and the upgrading of the radar unit in the Lindbergh tower to permit the display of aircraft identity and altitude information for transponder-equipped aircraft. Bond emphasized that the FAA study made no attempt to identify the "probable cause" of the September 25 accident but was intended to pinpoint any deficiencies (See page 3)

STRANGE OBJECTS TRACKED

When strange unidentified flying objects were reported above Charleston, W. Va., recently, FAA controllers at Kanawha County Airport were tracking similar unknown targets on their radar scopes. And Controller Bill Givens said they didn't look like false targets to him. "I mean, they were real 'boomer' targets, and they were not in line with the antenna the way a false target would be," he added. Six controllers, including Givens, were on duty at the time and all monitored the targets as they talked on the telephone to state troopers who had the moving objects in sight. "The remarkable thing," Givens said, "is that the targets on the scope did exactly the same thing, followed the same courses, as those being described by the state troopers and by members of the fire department." Some witnesses, Givens said, reported seeing very bright lights in the sky, while others said they saw a cigar shaped object with very bright lights at each end. Given told INTERCOM that he didn't know what caused the targets and emphasized that he did not think he had watched UFOs arrive from outer space. He said he just didn't know, and he was going to leave it at that.

NAFEC HISTORY PUBLISHED

Copies of "Twenty Years of Progress," a 36-page tabloid marking the 20th Anniversary of the National Aviation Facilities Experimental Center are now available. The publication covers historical highlights of NAFEC in words and pictures since its establishment in 1958. For copies, write to Distribution Section, ANA-524B, FAA/NAFEC, Atlantic City, N. J. 08405.

FAA STEMS PAPER BLIZZARD

Administrator Bond last week announced that the agency has issued a special regulation that will reduce the paperwork burden involved in issuing operating certificates to air carriers and other commercial operators. Under the Special Federal Aviation Regulation (SFAR 38), Bond noted, an operator conducting a variety of air operations will be issued just one operating certificate rather than separate certificates for each type of operation, as required under former FAA procedures. The Administrator said the need for the SFAR was prompted by the Airline Deregulation Act of 1978 and recent actions by the Civil Aeronautics Board that have made it easier for certain operators to branch off into new types of service. A continuing review of the new procedures will be conducted by the agency.

CONTROLLERS

(From page 1)

transponder. At that point, the exact position of the plane was established, and the pilot was instructed to contact Lubbock, Tex., Tower. Supervisory controller James H. Gilbert at Lubbock then took over and instructed the pilot to keep his wings level while the tower vectored him to a position in line with the runway. The first surveillance approach was unsuccessful, but the pilot was coached on a missed approach, and on the second try he finally reported, "runway in sight." . . . During the month of November, 251 flight assists were reported--95 by flight service stations, 111 by towers and 45 by centers. There were a total of 354 people reported on board the aircraft involved. The problems included 145 lost pilots, 22 aircraft low on fuel, 49 involved in hazardous weather and 63 with some type of equipment malfunction.

HAPPY NEW YEAR

SAFETY PROGRAM (From page 1)

that might exist at San Diego in the air traffic control area and develop a program of prompt corrective action. He pointed out that the National Transportation Safety Board is conducting a comprehensive investigation of the accident and will issue its findings and determination of probable cause in due course. Among the air traffic control discrepancies disclosed by the FAA study was the failure of the San Diego approach control facility (located at the Miramar Naval Air Station) to follow established procedure in handling jet arrivals at Lindbergh Field. Other discrepancies related to unfamiliarity in the facility with certain airport traffic areas and to problems with coordination between the Lindbergh tower and Miramar.

FIRST PLASTIC PROP OKed

A type certificate for the first propeller made completely of plastic was awarded this month by the Great Lakes Region Flight Standards Division. Manufactured by Hartzell of Piqua, Ohio, the prop is made of a lightweight DuPont Kevlar fiber in an epoxy matrix. This is the new material used for bullet-proof vests and other devices requiring high energy impact resistance. Unlike propellers certificated previously with plastic components, the Hartzell propeller does not depend on a metal blade spar for strength. Although propeller-driven planes may seem passe' in this jet age, there are more than 180,000 propeller-driven aircraft in service in the U.S. today, or about 50 times the number of jet aircraft. Because the effects of aging and weathering with this new construction technique are not fully known, the prop was certificated with an initial blade life limit of 700 hours or three years, whichever is reached first. As experience is gained, the limit will be progressively increased.

CSC REFORM ALTERS LR PROGRAM

The Civil Service Reform Act, which becomes effective January 11, will produce major changes in the labor relations program for Federal workers. Title VII of the Act provides that the labor relations program, which has been based upon Executive Orders since 1962, will operate under a statutory framework. The Act also establishes the Federal Labor Relations Authority which will be composed of three members appointed by the President. The FLRA will assume most of the functions now performed by the Federal Labor Relations Council and the Assistant Secretary of Labor for Labor-Management Relations, including such things as making appropriate unit determinations, supervising representation elections and deciding unfair labor practice cases. Other important changes in the LR program include free dues withholding, additions to prohibited practices covered by ULP procedures and new broad scope negotiated grievance/arbitration procedures. Further changes and modifications in the LR program will occur as new labor agreements are negotiated and various appellate bodies render decisions.

GA ACTIVITY UP

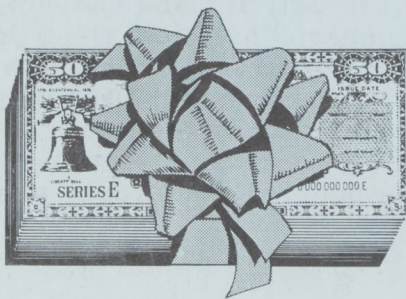
Almost 35.8 million hours of flying time were logged by the 184,000 active aircraft in the U.S. general aviation fleet during 1977, according to preliminary statistics just released by the agency. This compares to 33.9 million hours flown by the 178,000 general aviation aircraft in 1976. These are among the first results of FAA's new method of collecting data on the activity and characteristics of the general aviation fleet initiated earlier this year. Under the new procedures, a random sampling of general aviation aircraft owners was polled instead of the entire aircraft owner population being queried as was done previously.

DISCRIMINATION'S AGAINST THE LAW

The Office of Civil Rights reminds us that Federal Laws prohibit discrimination against Federal employees and applicants for Federal employment on the basis of race, color, religion, sex, national origin, age, or physical or mental handicap. Persons feeling they have been discriminated against, should contact any one of the counselors listed below within 30 calendar days of the alleged discriminatory act:

- Moses Aleman, ACS-300, x68768
- Bob Barton, AFS-824, x68196
- John Brown, AAA-410, x68154
- Tom Davidson, AMS-330, x68602
- Lillian Dickerson, ABU-300, x63394
- Edith Egypt-Powell, AAF-740, x63280
- Barbara Gordon, ATF-4, x63326
- Lonnie Gordon, ALG-237, x69345
- Diane Green, APD-10, x68610
- Connie Hansbrough, AAF-740, x63280
- Allen Hayes, AFS-755, x72022
- Stanhouse Ivy, AMA-113, x72581
- Edwina Johnson, APT-205, x63437
- Janice Kew, AMA-113, x72581
- Carol Leonhard, AFS-14, x68302
- Donald Pace, AMA-111, x72101
- Janis Pressley, AFS-910, x68128
- Walter Smith, AMA-215, 471-5248
- Herbert Smith, AAF-510, x68714
- Sherman Tynes, ARD-221, x68411
- Joseph Wynne, AMA-124, x72570

Additional information concerning EEO counseling and the discrimination complaint process may be obtained by contacting the Civil Rights Complaints Unit, ACR-3, x63785.



SRDS WINS DOOR CONTEST

The Christmas Door Decorating Contest for Transpoint Building was won by Darlene Kirby and Sharon Fletcher of SRDS. The winner's door was wrapped in red foil with MERRY CHRISTMAS draped from the top. Midway on each side of the door were candles and at the foot were two blooming, red poinsettias flanking two steps. A decorative snowman stood on the steps, under which holiday music was heard. A plaque was presented to the winners by the DOT Employees Association, which judged the contest.

SPEAKING UNDER THE STARS

Exploring space with astronomers, a series of free lectures given in the National Air and Space Museum's Spacearium, will continue in 1979. This series brings well-known astronomers into contact with the public, under the stars of the Museum's planetarium, to discuss their work and its impact upon society. Lectures in 1979 will be held on February 21, March 14, April 18, May 16 and June 20, beginning at 8 p. m.

