

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-2 January 8, 1979

WEATHER SYSTEM TESTED

The agency and the National Oceanic and Atmospheric Administration (NOAA) have begun testing a low-cost weather system that uses a computer-generated voice to brief pilots on wind conditions and give them accurate altimeter settings. The demonstration, scheduled to run throughout the year, is being conducted at the Frederick, Md., Municipal Airport. Called WAVE--for Wind, Altimeter, Voice Equipment--the system consists of sensors that collect data on wind speed, direction and pressure in the vicinity of the airport. This data then is fed into a small computer and a weather announcement is generated for broadcast once each minute over the Frederick VOR. The broadcast also will include a recommendation of the best runway to use under existing wind conditions when airport personnel are on duty to provide this information. WAVE is the first step in the joint development by FAA and NOAA of an Automated Low Cost Weather Observation System (ALWOS), which will provide a more complete weather briefing, including such items as sky conditions (ceiling), visibility, temperature and dewpoint. ALWOS is estimated to cost about \$60,000 per unit installed, compared to around \$15,000 for the WAVE system. ALWOS will be tested beginning in 1980.

FAA FACILITIES TRANSFERRED TO PANAMA

Administrator Bond today signed an agreement to turn over the agency's air traffic facilities and related responsibilities in Panama to the Republic of Panama beginning Oct. 1, 1979. In remarks prepared for delivery in Panama City, Bond noted that the transfer, which will cover a five-year period, "is one more step in the fulfillment of President Carter's pledge to the people of Panama to make a reality of the promise of the treaties signed last year." Present schedules have full operational control of the International Flight Service Station (IFSS), including the related equipment, passing to the Republic of Panama by October 1981. The IFSS is in Balboa on the Pacific side of the canal. By 1983, Panama will assume all operational and associated maintenance of the center and terminal radar approach control (CERAP), both also in Balboa, but not the maintenance of the associated radar equipment. By October 1984, Panama will assume responsibility for maintenance of the radar and all other functions of air traffic control and other services in the Panama Flight Information Region.

E-MSAW TESTING PROGRESSES

The En Route Minimum Safe Altitude Warning (E-MSAW) system has been accepted by Systems Research and Development Service and is currently undergoing evaluation at NAFEC. E-MSAW is a computer program addition to the automated en route system that will alert controllers of aircraft that are approaching minimum obstacle and/or terrain clearance altitude. If an aircraft is projected to go below a specified minimum IFR altitude for the area it is operating in, the letters "MSAW" will flash in the data block associated with that aircraft on the controller's radar display. Also a bright vector line will appear on the screen indicating the point at which a violation of safe altitude is projected. In July, field trials at the Albuquerque and Memphis en route centers, are scheduled to begin. If the field tests go as anticipated, the program is expected to go operational at all centers by 1980.

LIGHTNING TO BE SCRUTINIZED

Methods of protecting aviation electronics equipment and facilities from lightning and electrical surges will be among topics discussed at a meeting of government and industry experts in Melbourne, Fla., March 6-8. The three-day, Sixth Annual Grounding and Lightning Technology Workshop is co-sponsored by the agency and the Florida Institute of Technology. It will feature more than 28 presentations on such subjects as grounding, physics of lightning, lightning detection and warning systems, protection of equipment from electrical surges, lightning's effects on composite aircraft structures, and lightning protection of commercial and general aviation aircraft.

SECURITY POLICE 'ROVING' OK

FAA has amended its security regulations to allow some airports increased flexibility in the use of police officers involved in the anti-hijacking program. Heretofore, officers have been required to be stationed at the passenger screening points. Under the revised rule, FAA will examine the facilities at each airport and, when conditions warrant, permit the officer to patrol other sensitive areas of the airport as a deterrent to other crimes. However, since protection against hijacking is the first priority, most major airports will not be affected by the change because passenger volume will require the presence of police at the screening points. The requirement that police officers be stationed at the screening points was imposed in January 1973, and it helped to end the wave of hijackings plaguing the airlines at that time. Since then, there have been other threats to civil aviation, including terrorist and other attacks against and at airports.

ORDERS CANCELLED

The Office of Civil Rights has cancelled the following orders since the Department of Labor will be handling the contract compliance functions for equal employment opportunity.

- Order 1000.14, Preaward Procedure to Insure Compliance by Government Contractors with Equal Opportunity.
- Order 1000.16, Equal Employment Contractor Compliance Review Program Guidelines.
- Order 3800.6, Corrective Action Agreements Non-Constructive Contractors.

The cancellation will be shown in the directives checklist.

HAPPINESS IS IN FAA WORLD

FAA WORLD greets the new year with a bread-and-butter cover story: "Happiness Is a Busy Retirement." Retirement may mean getting that college degree you never had time for, turning an avocation into a business, starting a new career or just enjoying it in play, hobbies, travel or civic activity. But if you haven't adequately planned for a new life, it may not materialize. Read about how others faced the future and how you can, too. The January issue also provides a peek into the glamorous side of FAA work. "Show-time, FAA" tells about those FAAers who have become movie and TV actors. "FAA/CAP--A Marriage That Works" tells the story of the two organizations' cooperation in fostering aviation safety. You've seen the newspaper accounts and the books that allege the omnipresent dangers of microwave radiation. Now read "The Non-Zapping America," which cuts through the sensationalism and provides a realistic perspective on this important subject. You'll also find the regular features in this issue: Direct Line, Faces and Places, Federal Notebook, Small World and Word Search.

NASA SAFETY REPORT ISSUED

There were 1,193 reports of safety problems submitted under NASA's Aviation Safety Reporting System during the last three months of 1977, according to NASA's latest quarterly report. This total compares with 1,357 reports filed during the previous quarter. Controllers and FSS specialists filed about 44 percent of the reports, with 52 percent coming from pilots and the remaining 4 percent from military personnel and others. The latest NASA report includes a discussion of potential conflicts in

the immediate vicinity of uncontrolled airports, as well as problems relating to winter flying and aeronautical charts. This is the seventh quarterly report issued by NASA since that agency began operating the Aviation Safety Reporting System in 1976.

ICAO JOBS LISTED

The following assignment is now available with the International Civil Aviation Organization (ICAO). MONTREAL 2 years = PC-50/78 Language Officer (Translator) - two posts, P=3, Gross: \$23,910 and Net (free of tax): \$16,978 without dependents and \$18,193 with dependents. LANGUAGE REQUIREMENT: A complete command of Russian 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 Spanish would be a valuable additional qualification. Applications due in AIA-19 by March 9, 1979. Information concerning salary, qualifications, applications, duties and benefits is available at your personnel office. In addition, employees 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.



FREE HORTICULTURE CLASS

The U.S. Botanic Garden Conservatory, First & Maryland Avenue, S.W., is offering a one-hour free class which will be repeated twice each day from Wednesday, January 10 through Saturday, January 13, 1979, at noon and 2 p.m. The purpose of this class is to demonstrate how to care for those flowering plants often received during the holiday season. The following plants will be covered.

- Poinsettia
- Easter Lily
- Cyclamen
- Amaryllis
- Chrysanthemum
- Azalea

For additional information, call 225-7099.

COOPERATION NEEDED

Cooperation is needed to ease environmental problems in FOB-10A. Employees are aggravating the situation by blocking the heating and cooling vents under the windows by pushing furniture against them or piling books or papers on top of them. Also, ceiling vents are being covered or completely opened up. All this makes the building too hot sometimes and too cold at other times. If you have a problem with heating or cooling, contact the building manager, Ext. 63340.

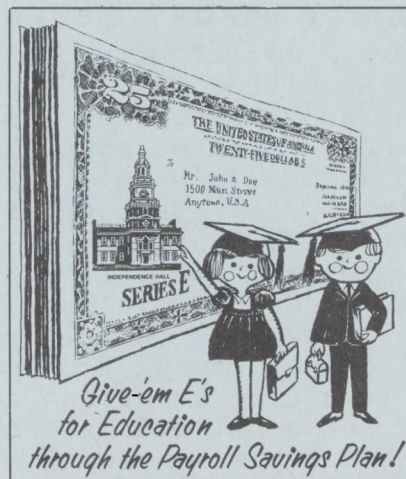
AN AFS TRADITION

Continuing a Christmas tradition that goes back to 1962, employees of the Flight Standards Service pooled the money that otherwise would have been spent on exchanging Christmas cards with their co-workers. This year they divided \$210 between Children's Hospital and the Salvation Army.

UPCOMING FREE FILMS

Movies in the Aviation Film Series to be presented in the National Air and Space's theater include:

- BREAKING THE SOUND BARRIER (1952), Thursday, January 11 at 7:30 p.m. - Pioneering in jet planes costs inventor's son-in-law's life; with Ann Todd, Ralph Richardson and John Justin.
- THE DAM BUSTERS (1955), Thursday, January 18 at 7:30 p.m. - London-1942: The Air Ministry accepts scientist's plan to destroy Germany's Ruhr Dams; with Richard Todd, Michael Redgrave and Ursula Jeans.
- THOSE MAGNIFICENT MEN IN THEIR FLYING MACHINES (1965), Thursday, January 25 at 7:30 p.m. - 1910: A wealthy British newspaper publisher is persuaded to sponsor an air race from London to Paris. Contestants from all over the world come, and complications develop when someone tries sabotaging as many planes as he can; with Stuart Whitman, Sarah Miles, Robert Morley and Albert Sardi.



FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-2 January 8, 1979

WEATHER SYSTEM TESTED

The agency and the National Oceanic and Atmospheric Administration (NOAA) have begun testing a low-cost weather system that uses a computer-generated voice to brief pilots on wind conditions and give them accurate altimeter settings. The demonstration, scheduled to run throughout the year, is being conducted at the Frederick, Md., Municipal Airport. Called WAVE--for Wind, Altimeter, Voice Equipment--the system consists of sensors that collect data on wind speed, direction and pressure in the vicinity of the airport. This data then is fed into a small computer and a weather announcement is generated for broadcast once each minute over the Frederick VOR. The broadcast also will include a recommendation of the best runway to use under existing wind conditions when airport personnel are on duty to provide this information. WAVE is the first step in the joint development by FAA and NOAA of an Automated Low Cost Weather Observation System (ALWOS), which will provide a more complete weather briefing, including such items as sky conditions (ceiling), visibility, temperature and dewpoint. ALWOS is estimated to cost about \$60,000 per unit installed, compared to around \$15,000 for the WAVE system. ALWOS will be tested beginning in 1980.

FAA FACILITIES TRANSFERRED TO PANAMA

Administrator Bond today signed an agreement to turn over the agency's air traffic facilities and related responsibilities in Panama to the Republic of Panama beginning Oct. 1, 1979. In remarks prepared for delivery in Panama City, Bond noted that the transfer, which will cover a five-year period, "is one more step in the fulfillment of President Carter's pledge to the people of Panama to make a reality of the promise of the treaties signed last year." Present schedules have full operational control of the International Flight Service Station (IFSS), including the related equipment, passing to the Republic of Panama by October 1981. The IFSS is in Balboa on the Pacific side of the canal. By 1983, Panama will assume all operational and associated maintenance of the center and terminal radar approach control (CERAP), both also in Balboa, but not the maintenance of the associated radar equipment. By October 1984, Panama will assume responsibility for maintenance of the radar and all other functions of air traffic control and other services in the Panama Flight Information Region.

E-MSAW TESTING PROGRESSES

The En Route Minimum Safe Altitude Warning (E-MSAW) system has been accepted by Systems Research and Development Service and is currently undergoing evaluation at NAFEC. E-MSAW is a computer program addition to the automated en route system that will alert controllers of aircraft that are approaching minimum obstacle and/or terrain clearance altitude. If an aircraft is projected to go below a specified minimum IFR altitude for the area it is operating in, the letters "MSAW" will flash in the data block associated with that aircraft on the controller's radar display. Also a bright vector line will appear on the screen indicating the point at which a violation of safe altitude is projected. In July, field trials at the Albuquerque and Memphis en route centers, are scheduled to begin. If the field tests go as anticipated, the program is expected to go operational at all centers by 1980.

LIGHTNING TO BE SCRUTINIZED

Methods of protecting aviation electronics equipment and facilities from lightning and electrical surges will be among topics discussed at a meeting of government and industry experts in Melbourne, Fla., March 6-8. The three-day, Sixth Annual Grounding and Lightning Technology Workshop is co-sponsored by the agency and the Florida Institute of Technology. It will feature more than 28 presentations on such subjects as grounding, physics of lightning, lightning detection and warning systems, protection of equipment from electrical surges, lightning's effects on composite aircraft structures, and lightning protection of commercial and general aviation aircraft.

SECURITY POLICE 'ROVING' OK

FAA has amended its security regulations to allow some airports increased flexibility in the use of police officers involved in the anti-hijacking program. Heretofore, officers have been required to be stationed at the passenger screening points. Under the revised rule, FAA will examine the facilities at each airport and, when conditions warrant, permit the officer to patrol other sensitive areas of the airport as a deterrent to other crimes. However, since protection against hijacking is the first priority, most major airports will not be affected by the change because passenger volume will require the presence of police at the screening points. The requirement that police officers be stationed at the screening points was imposed in January 1973, and it helped to end the wave of hijackings plaguing the airlines at that time. Since then, there have been other threats to civil aviation, including terrorist and other attacks against and at airports.

ORDERS CANCELLED

The Office of Civil Rights has cancelled the following orders since the Department of Labor will be handling the contract compliance functions for equal employment opportunity.

- Order 1000.14, Preaward Procedure to Insure Compliance by Government Contractors with Equal Opportunity.
- Order 1000.16, Equal Employment Contractor Compliance Review Program Guidelines.
- Order 3800.6, Corrective Action Agreements Non-Constructive Contractors.

The cancellation will be shown in the directives checklist.

HAPPINESS IS IN FAA WORLD

FAA WORLD greets the new year with a bread-and-butter cover story: "Happiness Is a Busy Retirement." Retirement may mean getting that college degree you never had time for, turning an avocation into a business, starting a new career or just enjoying it in play, hobbies, travel or civic activity. But if you haven't adequately planned for a new life, it may not materialize. Read about how others faced the future and how you can, too. The January issue also provides a peek into the glamorous side of FAA work. "Show-time, FAA" tells about those FAAers who have become movie and TV actors. "FAA/CAP--A Marriage That Works" tells the story of the two organizations' cooperation in fostering aviation safety. You've seen the newspaper accounts and the books that allege the omnipresent dangers of microwave radiation. Now read "The Non-Zapping of America," which cuts through the sensationalism and provides a realistic perspective on this important subject. You'll also find the regular features in this issue: Direct Line, Faces and Places, Federal Notebook, Small World and Word Search.

NASA SAFETY REPORT ISSUED

There were 1,193 reports of safety problems submitted under NASA's Aviation Safety Reporting System during the last three months of 1977, according to NASA's latest quarterly report. This total compares with 1,357 reports filed during the previous quarter. Controllers and FSS specialists filed about 44 percent of the reports, with 52 percent coming from pilots and the remaining 4 percent from military personnel and others. The latest NASA report includes a discussion of potential conflicts in

the immediate vicinity of uncontrolled airports, as well as problems relating to winter flying and aeronautical charts. This is the seventh quarterly report issued by NASA since that agency began operating the Aviation Safety Reporting System in 1976.

ICAO JOBS LISTED

The following assignment is now available with the International Civil Aviation Organization (ICAO). MONTREAL 2 years - PC=50/78 Language Officer (Translator) - two posts, P-3, Gross: \$23,910 and Net (free of tax): \$16,978 without dependents and \$18,193 with dependents. LANGUAGE REQUIREMENT: A complete command of Russian 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 Spanish would be a valuable additional qualification. Applications due in AIA-19 by March 9, 1979. Information concerning salary, qualifications, applications, duties and benefits is available at your personnel office. In addition, employees 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.



FREE HORTICULTURE CLASS

The U.S. Botanic Garden Conservatory, First & Maryland Avenue, S.W., is offering a one-hour free class which will be repeated twice each day from Wednesday, January 10 through Saturday, January 13, 1979, at noon and 2 p.m. The purpose of this class is to demonstrate how to care for those flowering plants often received during the holiday season. The following plants will be covered.

- Poinsettia
- Easter Lily
- Cyclamen
- Amaryllis
- Chrysanthemum
- Azalea

For additional information, call 225-7099.

COOPERATION NEEDED

Cooperation is needed to ease environmental problems in FOB-10A. Employees are aggravating the situation by blocking the heating and cooling vents under the windows by pushing furniture against them or piling books or papers on top of them. Also, ceiling vents are being covered or completely opened up. All this makes the building too hot sometimes and too cold at other times. If you have a problem with heating or cooling, contact the building manager, Ext. 63340.

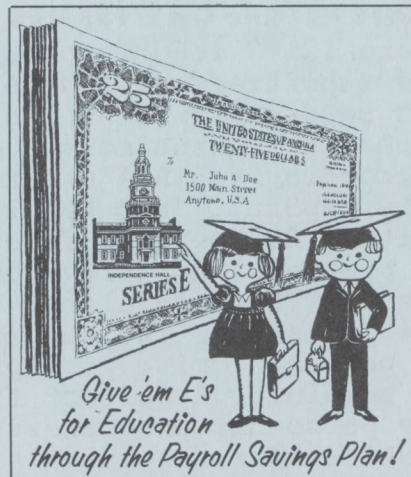
AN AFS TRADITION

Continuing a Christmas tradition that goes back to 1962, employees of the Flight Standards Service pooled the money that otherwise would have been spent on exchanging Christmas cards with their co-workers. This year they divided \$210 between Children's Hospital and the Salvation Army.

UPCOMING FREE FILMS

Movies in the Aviation Film Series to be presented in the National Air and Space's theater include:

- BREAKING THE SOUND BARRIER (1952), Thursday, January 11 at 7:30 p.m. - Pioneering in jet planes costs inventor's son-in-law's life; with Ann Todd, Ralph Richardson and John Justin.
- THE DAM BUSTERS (1955), Thursday, January 18 at 7:30 p.m. - London-1942: The Air Ministry accepts scientist's plan to destroy Germany's Ruhr Dams; with Richard Todd, Michael Redgrave and Ursula Jeans.
- THOSE MAGNIFICENT MEN IN THEIR FLYING MACHINES (1965), Thursday, January 25 at 7:30 p.m. - 1910: A wealthy British newspaper publisher is persuaded to sponsor an air race from London to Paris. Contestants from all over the world come, and complications develop when someone tries sabotaging as many planes as he can; with Stuart Whitman, Sarah Miles, Robert Morley and Albert Sardi.



FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

3-79 January 15, 1979

FSS STUDENTS MUST PASS

The first class of 18 Flight Service Station Specialists to take the new "pass/fail" initial qualification course graduated from the FAA Academy in Oklahoma City January 16. The new course is characterized by greatly increased laboratory training. Those who pass the 15-week course go on to a flight service station in the field. Those who fail are removed from the air traffic occupation. Training is conducted in updated facilities designed to give students earlier and more extensive exposure to both existing and future field equipment. The labs are enhanced by the use of on-line computers for some portions of the training. Additional updated equipment in the new facility include solid state radio, modernized consoles, model 40 teletype and closed circuit TV.

CONCORDE CERTIFICATED

European Region Director Clyde Pace had to move with dispatch, although not supersonic speed, on January 9 when he presented Concorde certification papers to the British in London in the morning and to the French in Paris in the afternoon. Although British and French airlines have been operating the Concorde into U.S. airports since May 1976, FAA certification was not required until (See page 2)

EVERY EMPLOYEE WINS IN SECTOR OF YEAR

All employees of the Pocatello, Id., and Nashua, N.H., Airway Facilities Sectors will receive personal certificates of accomplishment as a result of their units being selected for the National Sector of the Year Award Honors for 1978. Pocatello won the top spot in the general NAS category and Nashua in the ARTCC sector category. The national winners were selected from an elite group of regional winners which represent the highest standards of performance in providing essential maintenance and installation service of the sophisticated, complex equipment used in air traffic control. The sectors were rated on availability and reliability of facilities, effective and efficient use of personnel resources, general personnel management relations, employee productivity and safety and the general overall ability of the total sector staff to handle unusual or unique problems during the year. The Airway Facilities Service Director, Warren Sharp, will present the National Award plaques to the winning sectors at regional ceremonies in February. The 1978 regional winners in the general and ARTCC categories were:
(See page 2)

ALMOST OUT OF GAS AT NIGHT

The flight assist would have been easier if the plane hadn't been flying at night and almost out of gas. But, circumstances had dictated otherwise and Controller Michael Mayrer of the Denver En Route Center knew he had to get the aircraft down in a hurry. The pilot had already tried to land at Akron, Colorado, but had missed the approach and turning the aircraft had become difficult because of icing and instrument problems. Mayrer, who is also an instructor pilot, spoke calmly and assured the pilot that he would not give him any abrupt turns. Soon after that the Center lost radio contact with the wandering airman, but a high flying airliner was receiving both parties and acted as a relay. Mayrer vectored the plane to Buckley Airport where a ground control approach (GCA) was available to help the pilot. Because the aircraft now had a "no fuel" indication, Mayrer briefed the pilot on the terrain and told him that highway I-70 was directly below if an emergency landing became necessary. But, apparently operating on fumes, the aircraft made it to Buckley Airport where the pilot was talked down to a safe landing approximately two hours and 15 minutes after his first report of "some sort of difficulty" to FAA controllers. Besides Mayrer, FAA controllers instrumental in the "save" were Controller Darrell Ottersberg and Team Supervisor Joseph Fleming, both of the Denver Center. During the month of December 1978, 204 flight assists were reported--82 by flight service station, 101 by towers and 21 by centers. There were a total of 560 people reported on board the aircraft involved.

CONCORDE (From page 1)
an American carrier, Braniff International, applied to fly the Concorde between Washington and Dallas, Tex. Concorde passengers will save only a few minutes on the domestic flight because the aircraft is prohibited from flying supersonically over the U.S. But the new service offers one plane convenience coupled with supersonic trans-Atlantic service between Europe and the Southwest U.S.

AWARDS (From page 1)

- Southern: Jackson, Miss. - General; Miami - ARTCC;
- Northwest: Pocatello, Id. - General
- Western: San Diego, Calif. - General; Palmdale - ARTCC;
- Rocky Mountain: Salt Lake City - General; Denver - ARTCC;
- Pacific: Samoa - General;
- New England: Bangor, Maine - General; Nashua, N.H. - ARTCC;
- Central: Des Moines, Iowa - General; Houston, Tex. - ARTCC;
- Eastern: Pittsburgh - General; New York - ARTCC.



WATCH USE OF FRANKED MAIL

Agency personnel are reminded that it is against U.S. Postal Service regulations to use postage and fees paid envelopes to transmit applications for employment (such as SF-171). This prohibition of using Government mail for personal use also includes Christmas cards, retirement announcements, unofficial newspapers or newsletters and any other material which does not relate exclusively to the business of the Government.

STUDY WILL HELP PILOTS

The agency has awarded a \$917,000 contract to the Boeing Co. to help it develop guidelines for simplifying and standardizing cockpit alerting systems in airliners. Under the two-year contract, Boeing will produce and test at least three prototype systems that FAA can use in drafting guidelines for aircraft manufacturers. Two other manufacturers, Lockheed and McDonnell-Douglas, will serve as subcontractors to provide the agency with a broad industry viewpoint. The study was initiated because of the increase in cockpit visual and aural alerts in recent years. If this trend continues, the agency says, alerts could become a source of confusion rather than a help to flight crews in the detection of malfunctions and potential hazards. This complex system could be replaced, FAA says, by a system consisting of a single tone, for example, that draws the pilot's attention to a TV-like display where the problem--such as "landing gear not locked" or "loss of cabin pressure"--is spelled out.

REVISED COURSE AVAILABLE

FAA Correspondence Course 14002 (Fundamentals of Supervision) is now in stock. Anyone interested in the course should submit AC Form 3145-2, "Directed Study Enrollment Application," which is available from training contacts. A reminder--any course with a "4" as the second digit in its five-digit course identifier is a correspondence course. You will find the agency correspondence courses a valuable and convenient source of personal development. Just take a look through your FAA Catalog of Training Courses.

FILM ON BENEFITS COMING

A new videotape, "Where Do I Go From Here," will be available for showing this month to all Center/Tower Air Traffic Control Specialists. This film highlights the benefits available to disqualified controllers even though second career training under PL 92-297 was not funded by Congress for Fiscal Year 1979. Many questions have arisen concerning the Second Career Program as a result of the curtailment of funds. At this point, it is uncertain what final action will be taken by Congress regarding this program. The film may raise additional questions regarding retirement, OWCP, etc. If that is the case, questions should be directed to regional personnel offices. Controllers are encouraged to contact the personnel office through their Facility Chiefs with their specific problems and concerns.

DOOLITTLE NAMED PUBLIC AFFAIRS CHIEF

Jerry Doolittle, a veteran Washington newsman and former White House speechwriter, has been named Assistant Administrator for Public Affairs by Administrator Bond. Born in Pittsburgh, Pa., and educated at Middlebury College in Vermont, Doolittle began his newspaper career as a reporter for the Northern Virginia Sun in 1957. He was a reporter for the Washington Daily News from 1960 to 1962 and then worked for the Washington Post for two years as an Assistant City Editor and columnist. Previous Government experience includes four years with the U.S. Information Agency in Africa and Laos. He joined the White House Speechwriting staff in January 1977. An Army veteran, his writing credits include two books published by Time-Life Inc., and numerous articles in leading magazines.

PAY ADJUSTMENTS MADE

Pay for pay period 2 (paid on about January 24) will generally be increased for most employees because of changes in Federal tax withholding regulations. The amount of a personal exemption was increased from \$750 to \$1,000 for 1979. Also, the tax tables used to calculate pay were changed. Generally, most FAA employees, regardless of declared marital status, claiming one or more exemptions, will have a modest reduction in the amount of Federal income taxes withheld. The greater the number of exemptions declared and/or the larger the employee's gross income, the greater will be the reduction in withholding taxes. There will be no change in state tax withholdings because of these changes, except for employees having taxes deducted for the District of Columbia, Colorado, and Rhode Island. Withholdings for these jurisdictions are based upon the amount of Federal taxes. Employees desiring to change their Federal tax withholding status may obtain a W-4 form from the Personnel Accounting Branch, Room 539, FOB-10A. Another adjustment is that pay deductions for CFC contributions will not be made for pay period 2 (paid on about January 24). These pay deductions for 1978 were completed in pay period 1, and CFC deductions for 1979 cannot begin until the first pay period starting in the new year (i.e., pay period 3 beginning January 14 and paid about February 7). For further information contact Fletcher Brande, AAA-200, x68242.

FA CLUB EXEC POSITIONS OPEN

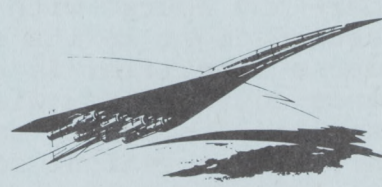
Anyone interested in running for upcoming elections for a position on the FA Club's Board of Directors should contact Marie Mader, x63599. The following positions are available for a two-year term: Vice-President, Membership, Secretary, Education, Athletics, Public Relations, and Treasurer. This is a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

AWARDS AND REWARDS

A Special Achievement Award has been awarded to Mrs. Ellen M. McRoy of the Logistics Service. The Office of Airports Programs presented Quality Increase Awards to John Sekman and Lowell Johnson and a Special Achievement Award to Virginia Martin and Joan Pinnix.

NEW CSC PR CHIEF NAMED

Robert L. Woodrum has been named Director of Public Affairs for the U.S. Civil Service Commission, which became the Office of Personnel Management on January 1. He succeeds Joseph E. Oglesby, who retired December 31 after 37 years of Federal service.



FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-4 January 22, 1979

USE OF CARS APPROVED

The Federal Aviation Science and Technological Association (FASTA/NAFE) and FAA have reached agreement on a new Article 19 of their 1977 labor agreement. The Article is effective January 22, 1979. It provides that FASTA/NAFE national bargaining unit employees may elect to use their privately owned vehicles as advantageous to the Government when assigned to FAA duty for courses of more than three weeks duration. Negotiations leading to the agreement were opened as a result of a decision which FASTA/NAFE had sought from the Federal Labor Relations Council.

CSC ACT OF 1978 REFORM - UPDATE

Performance Appraisals - The performance evaluation program as described in Order 3430.3A remains in effect (with one exception) until regulations changing current provisions are issued. The exception involves employee appeals of the annual performance rating of outstanding, satisfactory or unsatisfactory. Statutory appeal rights have been abolished by the act, and such appeals must now be resolved through the appropriate grievance procedure. Employees who are covered by a labor agreement must use the negotiated grievance procedure contained in the labor agreement, (See page 3)

AIR CARRIER ACCIDENTS DOWN GENERAL AVIATION UP

U.S. civil aviation had a mixed safety record in 1978, according to statistics released last week by the National Transportation Safety Board (NTSB). The NTSB said air carriers recorded fewer total accidents and fewer fatalities in 1978 than in the preceding year, while the total accidents, fatal accidents and fatalities in general aviation increased. Among air carriers, there were 25 total accidents and six fatal accidents in all operations last year, as compared to 26 total accidents and five fatal accidents in 1977. Airline fatalities in 1978 totalled 163, of which 144 died in the San Diego midair collision. This is significantly less than the 655 recorded in 1977, when two aircraft collided on the ground at Tenerife with 574 fatalities. In general aviation, including air taxi and commuter operations, there were 4,609 total accidents, 795 fatal accidents and 1,690 fatalities in 1978. This compares with 4,286 total accidents, 702 fatal accidents and 1,436 fatalities in 1977. It also represents an eight percent increase in total accidents, a 13 percent increase in fatal accidents and an 18 percent (See page 3)

TAKEOFF PROCEDURES REDUCE NOISE

A two-segment takeoff procedure for jet aircraft designed to lower noise levels in airport communities has been recommended by the agency for nationwide use by the airlines and other operators of large jets. Aircraft using the new procedures will climb under full power to 1,000 feet to get them up quickly over airport communities, thus minimizing the noise reaching the ground. Aircraft then will level off to pick up speed and permit retraction of flaps and other lifting devices before resuming the climb to 3,000 feet under reduced power. The procedures, which are not mandatory, are spelled out in FAA Advisory Circular, AC 91-53, "Noise Abatement Departure Profile," available from the DOT Publications Section, M-443, Washington, D.C. 20590.

CONCORDE PLAYS NUMBERS GAME

More than the crews change when Concorde stop at Dulles International Airport in Washington on the flight from Europe to Dallas, Tex. As Braniff International Airlines crews take over the aircraft, the registration numbers also are changed to meet FAA requirements. This is a simple task for the British Airways Concorde which arrives with GN 94AC painted on the side. The "G", which is the international symbol for Great Britain, is blocked out and the remaining number is as American as the stars and stripes, since "N" is the U.S. symbol. The French number is not converted as easily. In fact, the entire French number, except the last two letters, must be covered because it is in no way similar to an American registration number. In the case of the French plane, the entire number is covered by a new number on an adhesive-backed material.

DEPUTY DIRECTOR NAMED

Arthur Varnado, 46, Annandale, Va., a career Federal employee with 20 years experience in air traffic control, has been appointed Deputy Director of the New England Region. He succeeds William E. Crosby who retired. Prior to his appointment, Varnado was the Special Assistant to the Director of the Flight Standards Service in Washington for two years. Before that, he attended the Air War College in Alabama as FAA representative. Varnado joined the FAA in 1956 as an Airway Operations Specialist. Later, he became Deputy Chief of the air traffic control tower at Newark, N.J.; Chief of the tower at JFK International Airport in New York; and Chief of the FAA's tower at Standiford Field, Louisville, Ky.

CREDIT FOR JAPANESE-AMERICANS

A recently-enacted public law (P.L. 95-382) allows Japanese-Americans to receive civil service retirement and leave accrual credit for time spent in World War II internment camps after reaching the age of 18. Employees who believe they qualify for this additional service credit should contact their local Personnel Management Division to have the service properly credited.

SOUTHWEST REGION SLIGHTED

Inadvertently left off last week's list of award winning airway facilities sectors were those from the Southwest Region. They are Amarillo, Tex., General NAS category, and Houston, Tex., ARTCC category.

NEW ASSOCIATE OKed

DOT Secretary Adams has approved Administrator Bond's proposal to establish an Associate Administrator for Airports, which will be designated ARP. Along with the creation of the Associate's post, two new offices will be established: The Office of Airport Standards (AAS) and the Office of Airport Planning and Programming (APP). They will replace the Office of Airports Programs and report, along with Metropolitan Washington Airports, to the new Associate Administrator for Airports.

OPERATING RULES SIMPLIFIED

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), 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 SFAR was prompted by the Airline Deregulation Act, and it will make it easier for operators to branch off into new types of service. According to the current schedule, operators will be issued the new certificates by June 30, 1980.

ACCIDENTS

(From page 1)

increase in fatalities over 1977. During the news conference at which the figures were released, NTSB Chairman James B. King characterized FAA as "very responsive across the board." He added that FAA's actions following the San Diego crash has jumped way ahead of the NTSB recommendations.

CSC ACT (From page 1)

but only if the grievance procedure has been negotiated to include annual performance ratings. All other employees must use agency grievance procedure. These provisions are effective for evaluations signed on or after January 11.

Probationary Period for Supervisors and Managers - It is expected that this provision of the act will be implemented within six to nine months. In the interim period before regulations on the subject are effective, employees entering supervisory or managerial positions will not serve a probationary period.



BOND-KING MEETING SET

Administrator Bond and NTSB Chairman James King have agreed to hold regular meetings beginning next month to discuss major air safety problems. The meetings were suggested by King and Bond accepted in a January 18 letter that stated: "I believe substantial benefits can follow from the focusing of our attention on specific aviation issues... These meetings should afford you and me the opportunity to direct our attention to major safety concerns and facilitate their resolution through our personal intervention." The first in the series of periodic meetings will be held the first week in February with the two men focusing on the problem of crash survivability as it relates to both air carrier and general aviation aircraft.

LECTURES COMING

Upcoming free lectures in the theater of the National Air and Space Museum include the following: "Recipe for the Milky Way" by Benjamin F. Peery, Jr., Professor of Astronomy, Howard University-- Wednesday, January 24, 8 p.m., Albert Einstein Spacearium.

The Milky Way is composed of an ever-changing combination of chemical elements. This lecture will discuss the origin and blend of these elements and the methods scientists use to perform chemical analyses of distant stars and nebulae. Dr. Perry also will review the theory that certain stars synthesize heavier chemical elements out of lighter ones and shed the products into space where they ultimately become involved in the formation of new stars, planets and even people.

"Reflections on von Braun and the Saturn-Apollo Team" by Dr. Rocco A. Petrone, President and Chief Executive, National Center for Resource Recovery, Inc.--Wednesday, January 31, 8 p.m.

Man first touched the surface of another planetary body at 10:56 (EDT) on July 20, 1969. This year's National Air and Space Museum's von Braun lecture will concentrate upon the work and personalities behind that historic lunar landing. Dr. von Braun Braun was the leader of the government/industry team which developed the Saturn missiles that that carried men to the Moon. He was also a pioneer in the development of liquid propellant rockets, a spokesman for the cause of space flight and the leader of the engineering team which produced the vehicle to carry Explorer I, the first successful American satellite. Dr. Rocco A. Petrone,

was Director of Launch Operations at the Kennedy Space Center for the first six Apollo missions and Apollo Program Director from 1969-73. Later he served as Director of the Marshall Space Flight Center and as an Associate Administrator at NASA Headquarters.

AIRLINE TICKETS ON SALE

INTERCOM received the following message from the second floor of FOB-10A last week; "We arrived at the FAA on November 6 last year, and we are here to help you with all your government travel and personal travel and vacation plans. We make reservations and sell tickets for all airlines. We are located in room 221 just off the escalator on the second floor. Our hours of operation are from 8:30 a.m. 'till 5 p.m. Please stop by even if it is only to say HELLO. Our telephone number is 472-1323. Our names are Marsha Williams and Marnie French."

INVESTORS WORKSHOP SCHEDULED

The FA Club is sponsoring another free Investors Workshop. The workshop will be held each Wednesday at noon from February 21 until March 21. See posters for exact time and room number or phone the FA Club.

CHARLIE SMITH

Charlie Smith of the Office of Budget died January 18 of a heart attack. Funeral is today at today at the Ft. Myers Chapel at 10 a.m. Full Military burial is at Arlington Cemetary. In lieu of flowers, family is accepting donations for trust fund to educate sons.

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-6 February 5, 1979

FAAers BACK FROM IRAN

The current situation in Iran has necessitated a phasedown of the FAA mission in the capital city of Tehran. The FAA contingent now is down to four employees, three of whom are assigned to the Civil Aviation Assistance Group and one to the Federal Aviation Speciality Group. The agency began reassigning personnel from Iran several months ago when street demonstrations turned violent. At that time there were 16 employees and their dependents in Tehran. By mid-January there still were six CAAG employees in Tehran and nine more temporarily relocated in Athens. In addition, 18 CAAG dependents (See page 2)

NEWS BRIEFS

* Anchorage International Airport has a new Terminal Radar Control (TRACON) facility to replace the Radar Control Approach (RAPCON) facility that has been functioning at Elmendorf Air Force Base since 1967. The \$1.3 million facility is located on the second floor of the Anchorage control tower and is one of the first TRACONS in the country to go operational with the new automated radar terminal system (ATRS II). The cutover was accomplished on January 17 without any glitches or interruption of air traffic services. (See page 3)

NAS EQUIPMENT SETS RECORD FOR RELIABILITY IN 1978

New records for reliability were chalked up in 1978 for the majority of the National Airspace System equipment, according to a report on system performance prepared by the National Airspace Communications (NASCOM) staff in Washington headquarters. Of the 13 key system elements monitored by NASCOM, nine showed fewer unscheduled outages than in the previous year and five registered all-time lows. The only exceptions were telco circuits that support automation equipment, which had 17% more unscheduled outages than 1977, and flight data entry and printout subsystems (FDEP), which did slightly worse in 1978 than in the previous year. The record setters were automated radar terminal systems (ARTS III), airport surveillance radars, air route surveillance radars, en route secondary radar beacons, instrument landing system (ILS) localizers at identified air carrier airports within the 24 large hubs. Showing improved reliability last year over 1977 were single narrowband radar systems, terminal secondary radar beacon systems and ILS glide slopes at identified air carrier airports. The NASCOM report cites airport surveillance (See page 3)

PUBLIC TO BE NOTIFIED ON PETITIONS

Beginning in the near future, the agency will publish summaries in the Federal Register of all petitions it receives for rulemaking and for exemptions from existing regulations. The new procedure was ordered by Administrator Bond who said the summaries will alert the general and aviation publics to petitions filed with the agency and give them an opportunity to submit comments. At present, there is no procedure for publicizing petitions for rulemaking and exemptions. The only way someone can keep abreast of them is to examine the public docket in FAA's Chief Counsel's Office on a regular basis.

MEXICO PLANNING FSSs

Mexico is planning to establish a network of flight service stations South of the Border and wants to tap the FAA expertise on the subject. To get the program underway, a contingent of Mexican air traffic control specialists is expected to enroll in the near future in the FSS indoctrination course at the FAA Academy in Oklahoma City. The students also will be given two- and three-day familiarization trips to the nearby McAllen FSS. After graduation, they will staff the first Mexican FSS at Monterrey's Escobedo International Airport. A pilot briefing room already has been established at Monterrey's Del Norte Airport, a general aviation field, with a local teletype weather circuit and a direct interphone connection to the FSS location. This will be used for personal briefings, filing flight plans and related FSS services.

MORE AIRPORTS THAN EVER

The number of airports, heliports and other landing facilities available to civil aircraft in the United States and its possessions increased to 14,574 in 1978. This is a gain of 457 from the previous year. Included in the '78 year-end totals were 12,007 airports, 1,987 heliports, 536 seaplane bases and 46 short take-off and landing STOL airports or runways. Both civil landing facilities and military facilities that permit civil aircraft operations were counted in the total. Privately-owned landing facilities accounted for the majority of the increase, going from 9,409 in 1977 to 9,823 in 1978. Publicly-owned facilities went from 4,708 to 4,751 in the same period. However, only 2,573 of the privately-owned facilities were open to the public last year. The increase was achieved despite the closing of 170 airports, 59 heliports and 12 seaplane bases during 1978.

FAAers (From page 1)

were in Athens. During the next two weeks, FAA's Office of International Aviation Affairs implemented a plan to reduce the CAAG to a minimum group of essential personnel. As a result of careful coordination by OIAA, all employees and their dependents temporarily located in Athens are now in the U.S., and three of the six CAAG employees who stayed in Tehran are also in the U.S.



NEWS BRIEFS (From page 1)

- * A Department-wide drive to reduce paperwork and cut red tape has resulted in substantial savings to the American taxpayers, according to a DOT report to the U.S. Regulatory Council. Among the cost-saving examples listed in the report was an FAA program that reduces the volume of reports and records required of air taxi and commercial operators by two-thirds. As a result, more than 200,000 hours previously spent each year by people in Government and industry processing this paperwork now can be devoted to more productive pursuits.
- * The agency has published another one of those long lists of available scientific and technical reports on aviation-related subjects. This one identifies 122 titles issued in the April-September 1978 time period. Copies of the list are available from APA-300.
- * CBS is running a made-for-TV movie about air traffic controllers at Los Angeles International Airport on February 13. It's called "Crisis in Midair" and, according to the promotional material, has all kinds of wild and crazy things going on. We're not recommending it particularly; we're just telling you about it.

NAME CHANGED AGAIN

For the fifth time in less than a half a century, the name of the airport at Burbank, Calif., has been changed. This time, it was altered from Hollywood/Burbank Airport to Burbank, Glendale and Pasadena Airport to reflect the new public ownership of this facility that formerly was the private property of the Lockheed Corporation. But the FAA identifier, BUR, will remain the

same. While the airport has undergone five name changes since it opened in 1930--United Airport, Union Air Terminal and Lockheed Air Terminal were the first three--the identifier has changed only once. It went from BU to BUR when airport identifiers were lengthened from two to three letters.

NAS EQUIPMENT (From page 1)
radars (ASRs) as an example of improved ATC equipment reliability and availability last year. In 1969, when NASCOM began keeping system-wide records, there were 111 ASRs with a daily average of one unscheduled outage for every 29 units. Last year, the record was one outage for 78.

PERSONNEL NOTES

- * Duane Freer, Acting Associate Administrator for Policy and International Aviation Affairs, has been named Director of the Air Navigation Bureau for the International Civil Aviation Organization in Montreal. An ex-controller who worked at all three Chicago airports before moving into the executive ranks, Freer says his reporting date to ICAO is not firm yet but should be around April 1.
- * Joseph Del Balzo has been appointed Acting Director of FAA's National Aviation Facilities Experimental Center (NAFEC) in Atlantic City. A 21-year FAA veteran with a master's degree in engineering management, he has been NAFEC's Deputy Director since August 1976.
- * Hugh Milligan is the new manager of the NAFEC-Atlantic City Airport. A former controller, the 21-year FAA veteran once directed traffic at the airport he now runs.

IS THIS FORM NECESSARY? ? ?

At a time when FAA is striving to reduce paperwork, one may ask why a new form, DOT F 1500.8, Authorization for Airline Tickets, is required. Actually, this form:

- * Serves as the official order for services, which is required by any commercial organization, including the Scheduled Airline Ticket Office (SATO).
- * Provides evidence to the accounting office that services ordered were officially authorized.
- * Assures use of available discount fares.
- * Assures that the personal portion of transportation is paid for by the traveler.
- * provides data necessary for subsequent fare verification.

Travelers who obtain a ticket from a SATO and subsequently decide to cancel the trip should advise the SATO to cancel the reservations and deliver the unused ticket to the Travel Voucher Section, AAA-223. Unused tickets *should not be returned to the SATO.*

WOMEN'S GROUP EXHIBITS ART

The art show in the lobby of FOB-10A is the first regional exhibition of the Washington area chapter of the Women's Caucus for Art. The show, which is entitled LABEL WOMEN, is authorized by the General Services Administration. It is a sampling of many stylistic traditions. The art objects will be on view throughout the month of February.

CIVIL SERVICE REFORM**CSC REFORM ACT EXPLAINED**

Civil Service Reform Act, Personnel Management Operations Division, APT-100, will present a videotape briefing session for all headquarters employees to help explain the new Civil Service Reform Act. The session is designed to give an introductory

overview of the Act. As the Office of Personnel Management (formerly Civil Service Commission) issues regulations over the coming months to give specifics to the provisions of the new law, APT-100 will provide additional information. The briefing will last one hour and will include a question-and-answer period. The following schedule has been arranged for the auditorium on the third floor of FOB-10A:

- * February 7, 8, 13, and 14 at 9:30 a.m. and 2:30 p.m.;
- * February 15 at 2:30 p.m.;
- * February 16 at 9:30 a.m.

Separate arrangements will be made to visit the Transpoint Building, Washington National Airport and Dulles International Airport for employees at those locations.

FREE FILMS SCHEDULED

Free aviation films to be shown this month in the National Air and Space Museum theater are:

*** THE BLUE MAX**

Thursday, February 15--7:30 p.m.

During World War II a young German, fresh out of aviation training school, competes for the coveted "Blue Max" flying award with other members of a squadron of seasoned flyers of the aristocratic set. Based on a novel by Jack D. Hunter. With George Peppard, James Mason and Ursula Andress.

*** FATE IS THE HUNTER (1964)**

Thursday, February 22--7:30 p.m.

After a routine flight ends in disaster, a company VIP, an old friend of the accused pilot, risks his life to clear his buddy's name by re-enacting the fatal flight and, in doing so, discovers the real cause of the crash. Based on Ernest K. Gann's novel. With Glenn Ford, Nancy Kwan and Rod Taylor.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-7

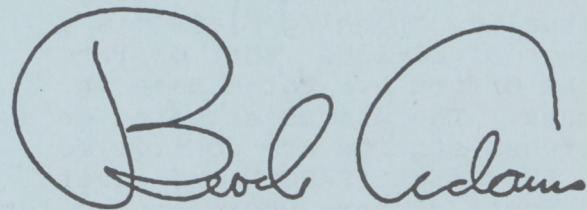
February 12, 1979

MLS INSTALLED AT DC AIRPORT

The Microwave Landing System (MLS), the new type of precision all-weather landing system, has been installed at Washington National Airport for the first extended evaluation at an operating airport. The test program is aimed at developing and proving operational procedures that will be followed when MLS is commissioned for general use. Initially, only FAA aircraft will be used for tests, but later MLS gear also will be installed in selected commercial aircraft. The MLS provides pilots with more precise guidance signals to the runway and offers pilots a wide choice of flight paths on approach for landing since it radiates a broad, fanshaped signal pattern. Also, the new system will permit controllers to space traffic more efficiently and route planes away from noise-sensitive areas. Last year, the International Civil Aviation Organization selected the U.S./Australian-developed Time Reference Scanning Beam MLS as the international standard approach and landing guidance system for the future. Over the next 20 years it will gradually replace the Instrument Landing System (ILS), which has been in use for years.

ADAMS PROCLAIMS BLACK HISTORY MONTH

"American is a land of many cultures, and we are the richer for it. During February we observe Black History Month, a time to study and to appreciate more deeply the heritage of Black Americans. Theirs is a proud and noble history, worthy of our understanding and respect. As a nation we are one people, of many backgrounds. Black History Month affords us an excellent opportunity to explore the differences in our past, so that we may enjoy a more perfect unity in the future. I urge everyone in the Department of Transportation to share in the special events marking this month, and to become better acquainted with the heritage and the contributions of Black citizens."



Brock Adams

Black History Month events listed on page 4.

BLOWOUTS CAUSED CRASH

"The sequential failure of two tires on the left main landing gear and the resultant failure of another tire on the same landing gear at a critical time during the takeoff roll," was determined by the National Transportation Safety Board as the probable cause of the Continental Air Lines DC-10 accident at Los Angeles International Airport on March 1, 1978. The NTSB report went on to say that these failures prevented the captain from stopping the aircraft within the runway confines. The report also noted that the failure of the left main landing gear and the consequent rupture of the left wing fuel tanks caused an intense post-crash fire. In spite of the fire, all occupants left the aircraft, although two died during the evacuation and 28 were severely injured. As a result of the investigation, NTSB issued 14 safety recommendations to FAA. These would upgrade construction, testing, and use of new and retread tires as well as improve accelerate-stop criteria for wide-bodied aircraft on wet pavements and improve pilot training for flight crews who may be faced with a similar situation.

THROUGH THE LOOKING GLASS

Early this month "Looking Glass," the flying command post, celebrated 18 years of being continuously aloft under FAA air traffic control. Actually, "Looking Glass" is a fleet of EC-135s that operate from Offutt Air Force Base in Omaha. The planes circling on a defense station are controlled by the Offutt RAPCON and several en route centers where controllers have been keeping their eyes on "Looking Glass" and assuring clear airspace since 1961. An EC-135, incidentally, is a cross between a KC-135 and a B-707 airliner.

NEW SAVING BONDS

The sale of Series E and H Savings Bonds will be replaced by new EE and HH bonds beginning January 2, 1980, although employees purchasing E bonds under a payroll savings plan may continue to receive them until June 30, 1980. The term of maturity for the new EE bonds will be 11 years and nine months, as compared with five years for E bonds, but investors will have virtually the same flexibility in converting them to cash. The yield on EE bonds during the first five years will be exactly the same as for E bonds, an annual average of six percent. Moreover, the penalty for cashing in EE bonds during the first five years is exactly the same as for E bonds. After five years, EE bonds earn a flat six percent interest, meaning they can be cashed in anytime without penalty. Because of the longer maturation period, the face value of EE bonds will be double the purchase price with \$50 bonds (the cheapest) costing \$25. The new HH bonds will pay a flat six percent interest from the day of issue rather than the present graduated scale. Also, those purchased for cash will be subject to an interest penalty if redeemed before maturity. The maturation period, however, will remain the same, 10 years.

NEW LOOK FOR 'AIRPORTS'

All employees of the former Office of Airports Programs (AAP) were detailed, effective with the commencement of business February 5, to new "acting" positions in the Office of the Associate for Airports (ARP), the Office of Airport Planning and Programming (APP) and the Office of Airport Standards (AAS). The "acting" status for all transfers will continue for only 30 days.

MICROFICHE TESTED

Microfiche is being used for issuing national orders on a trial basis in Washington headquarters. According to an agency study, using microfiche will save money and will simplify updating of orders. Other practical day-to-day benefits for the users of microfiche include:

- Microfiche processing is faster than printing.
- Filing problems will be virtually eliminated, and filing space greatly reduced.
- Maintenance of a more current file is possible due to faster delivery of microfiche copies.
- There is no need to stock quantities of directives since microfiche copies can be produced in a matter of hours.

ICAO SEEKING APPLICANTS

The International Civil Aviation Organization is seeking qualified candidates for the position of FA-78/131 Electrical/Mechanical Engineer in Baghdad, Iraq. Duration: Initial period of one year with prospects of extension. Salary: Level 5, Step 1 - Gross: \$38,190 and Net (free of tax): \$24,298 without dependents and \$26,299 with dependents per annum. Applications due in AIA-19 by March 16, 1979. Information concerning duties, salary, allowances, qualifications, applications, benefits and restoration rights is available at your personnel office. Also check Agency Order 3330.6B, Chapter 7.

RETIREE MAY FLY SPIRIT

Jim Dewey, a 71-year-old retired Van Nuys GADO chief, is one of two pilots under consideration to fly a replica of Lindbergh's Spirit of St. Louis in California on Memorial Day. Dewey spearheaded the program to build the replica and was

project manager. The plane was built, appropriately, at Lindbergh Field, and will be flown from Brown Field in South San Diego. It has passed all its airworthiness tests and will be certificated by the Aircraft Engineering District Office in Long Beach, Calif., in the near future.

DEMPS WESTERN REGION DEPUTY

Benjamin Demps, Jr., a former air traffic controller, has been named Deputy Director of the Western Region. Until recently Superintendent of the FAA Academy in Oklahoma City, Demps began his FAA career in 1956 as a controller in the New York Center. He was Deputy Chief of the New York Common IFR Room when he was selected for the Executive Development Program in 1972. This was followed by a year as Assistant Superintendent of the Academy, a brief assignment in Washington and two years in the Western Region as assistant chief and then acting chief of the Airports Division. He was appointed to the Academy job in August 1976.

PAPER SHORTAGE AGAIN

Paper is again in short supply. Some West Coast papermill unions have been on strike for the past six months, and these strikes are spreading eastward. Longer delivery times should be anticipated and prices are going up. When ordering printing keep these hints in mind:

- Extend lead time;
- Eliminate color and specialty paper where feasible;
- Do not print new forms except when absolutely necessary; approximately 80 percent of your own form dollar is paper;
- And condense texts, eliminate all but the "need-to-have" printing.

BLACK HISTORY MONTH EVENTS

THEME: "History - Torch for the Future"

Throughout the month of February, FAA and other DOT operating elements will sponsor special films, exhibits and noteworthy speakers as elements of the Departmental program commemorating National Black History Month. This annual recognition of the Black experience and culture is sponsored by the Association for the Study of Afro-American Life and History. The schedule of events are:

- February 12, 13 & 14
Black History Exhibit
"Profiles in Progress"
Room 3442, NASSIF Bldg.
10 a.m. to 4 p.m.
Sponsor: RSPA
- February 14
"Before Color-Prejudice:
Towards an Understanding of
the Ancient View of Blacks"
Dr. Frank Snowden, Professor
of Classics, Howard University
10 a.m., Room 2230 NASSIF Bldg.
Sponsor: DOCR
- February 15*
"Echoes of Dr. Martin Luther King"
George Arnold, Bendix Corp.
FAA Auditorium - 3rd Floor
10 a.m.
Sponsor: FAA
- February 15
Workshop - "How to Study your
Roots"
Presented by Members of Afro-
American
Historical and Genealogical
Society
10 a.m. to 12 noon
NASSIF Bldg., Room 4234
Sponsor: OST/EEO Branch
- February 16
"Black Family" Decadent or De-
ceptive
Dr. Andrea Jeffers
Child Development Center
Howard University
11:30 a.m., Room 2230 NASSIF
Sponsor: USCG
- February 16
Major Guion S. Bluford (Black
Astronaut)
2 p.m., FAA Auditorium, FOB-10A
Sponsor: FAA
- February 20
"A Tribute to the Black Woman"
Presented by RAP INC.
12 noon
Room 2230, NASSIF
Sponsor: OST/EEO Branch
- February 21
"Afro-American History:" The
Foundation for New Directions
in Affirmative Action
Dr. John Fleming, Senior Fellow
Institute for the Study of
Educational Policy, Howard
University, 10 a.m., Room 2230
NASSIF
Sponsor: DOCR
- February 27
Concert: The Howard University
Jazz Ensemble
12 noon, NASSIF Bldg.
CAFETERIA
Sponsor: OST/EEO Branch
- February 28
"Black History Month Disco"
Harambee House Hotel
Main Ballroom
2227 Georgia Avenue, N.W.
6 p.m. to 11 p.m.
Admission: \$3.50 per person
NOTE: ADVANCE TICKETS ONLY
Contact For Tickets:
FAA Bldg.: Barbara Hinton,
ACR-3, Room 1030, x59353;
NASSIF Bldg.: Beverly Kelly
Room 9401, x62292;
Transport: Carolyn Carter
Room 6204, x62285.

* George Arnold, a convert and avid follower of Dr. King, has memorized all the major speeches in authentic tones of Dr. King since 1968. Since that time he has made over 150 presentations at churches, colleges and universities, at special functions, and on television throughout the United States.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-8 February 20, 1979

FAA TO HELP SPACE SHUTTLE

When the U.S. Space Shuttle glides back to earth from its first space flight, it will be guided to its landing by FAA electronic navigation aids. Under a recent FAA-NASA agreement, the astronauts on this and subsequent Space Shuttle flights will home in on the guidance beams from FAA-operated Tactical Air Navigation (TACAN) facilities once they re-enter the earth's atmosphere. FAA technicians will check out the TACANs before each launch and, in some cases, remain on site during the re-entry and landing phase to perform any maintenance or other needed services. The first launch of the Space Shuttle, which basically is a rocket with wings, now is scheduled for November from Cape Canaveral, Fla., with a landing at Edwards AFB in California. NASA has ordered four Space Shuttle vehicles, which are designed for up to 100 space flights each.

ON THE MOVE IN ALASKA

Approximately 400 employees of the Alaska Regional Office began moving in mid-February from the privately-owned Hill Building in downtown Anchorage to the recently completed \$71 million Federal Office Building at 701 C Street in Anchorage. The 10-day move is being made primarily in the evening to disrupt (See page 2)

NEW FLIGHT TECHNIQUE RECOMMENDED FOR WIND SHEAR

A new flight technique for coping with hazardous, low-level wind shear--a sudden and severe change in wind speed and/or direction--during takeoff has been recommended by the agency. The technique is based on the concept that pilots can swap energy for altitude when wind shear is encountered at critically low levels. The idea is that an aircraft in motion has a certain amount of inertia energy--kinetic energy--depending on its speed and weight, and this energy can be used to propel the aircraft higher without the use of additional power. To do this, the pilot would raise the nose of the aircraft so that the wings bite into the air at a greater than normal angle while the energy carries the aircraft forward. This increases the amount of lift generated by the wing while at the same time reducing the speed. Although there is a limit to the amount of altitude that can be gained this way, it could be enough to overcome the worst effects of wind shear.

DON'T LOOK AT THE SUN

The American Association of Ophthalmology warns everyone not to look directly at the sun during the February 26 eclipse. The eclipse will be total only in a narrow band reaching (See page 3)

WOMEN CONTROL SPECIALISTS MEET

The first national convention of the Professional Women Controllers will be held at the Holiday Inn, Bethesda, Md., April 16-20. The new organization is composed of women air traffic control specialists in towers, centers and flight service stations, as well as retirees and other interested people. The organization was formed to discuss and find answers to problems that are common to this small, but growing group of professionals. Events scheduled for the convention include a tour of FAA headquarters and a visit to the National Air and Space Museum.

CARTER CITES TRANSPORTATION

President Carter has proclaimed the week of May 13 as National Transportation Week and May 18 as National Defense Transportation Day. In the proclamation, Carter said, "Transportation is a vital force in our society. It moves the nation's goods, delivers the products of our farms and factories and enables us to live and work where we choose and travel where we please. Transportation enriches our economy and strengthens our defense."

MOVE (From page 1)

office routine as little as possible. All FAA units except the Medical Office will have completed the move by the end of the month. The Medical Office will move March 11. FAA has operated out of the Hill building since 1962. The new complex will house about 1,900 Federal employees. FAA will occupy 70,000 square feet on the third floor of the new building and 11,000 square feet on the second floor.

HEALTH BENEFITS PROGRAM AMENDED

The Federal Employees Health Benefits (FEHB) regulations were amended, effective January 1, 1979. The following is a summary of the amendments which affect present and future enrollees. If your health insurance is affected by any one of these changes, contact your local personnel office:

- Permits an eligible employee, covered under the FEHB enrollment of another eligible person, to enroll in the program within 31 days after the cancellation of the covering enrollment;
- allows those who are enrolled in plans which have no low option to change to the low option of any available plan after becoming eligible for Medicare;
- allows individuals to enroll in the FEHB Program within 31 days after the termination of coverage under Medicaid;
- permits an employee or annuitant to change enrollment from self only to self and family within 31 days after his or her eligible children lose FEHB coverage because of a cancellation or change to self only of the covering enrollment by the divorced spouse;
- changes the definition of "unmarried children" to include divorced or widowed children under age 22;
- provides for the reinstatement of an FEHB enrollment in cases where an employee retires from his or her civilian position while on active military duty for more than 30 days.

ALCOHOL--A CAUSE OF CRASH

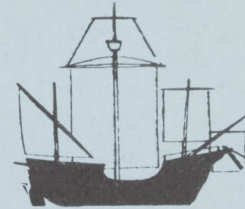
The National Transportation Safety Board has determined that a pilot flying "under the influence of alcohol" helped cause the Japan Air Lines cargo flight accident at Anchorage on Jan. 13, 1977. This is the first time that intoxication has been cited by the Board as a cause in an air carrier accident. Safety Board investigation and pathological testing showed the captain's blood alcohol level was more than twice that of legal intoxication for motor vehicle operators in Alaska. The four-engine cargo plane had climbed only 160 feet before crashing 1,000 feet beyond the runway in use at the time. Besides the captain, the co-pilot, the flight engineer, and two cattle handlers were killed.

CARY RETIRES; STRICKLER HONORED

Charles O. Cary has retired after 42 years in aviation, including 14 with FAA, to join MIT as Director of International Studies in the University's Department of Aeronautics and Astronautics and the Center for Advanced Engineering Studies. Cary also was elected to the Board of Directors and executive committee of the Flight Safety Foundation. Cary was FAA's Assistant Administrator for International Aviation Affairs for 13 years before serving in Brussels for the past year as a special representative of the FAA Administrator. . . . Mervin K. Strickler, Jr., Chief, Aviation Education Programs Division, Office of Aviation Policy, has been selected for the Civil Air Patrol's Hall of Honor. He will be inducted in September at CAP's National Board meeting in Salt Lake City.

WHITTEN AMENDMENT EXPIRES

The Whitten Amendment contained in the Supplemental Appropriations Act of 1950, Public Law 82-253, has recently expired. However, over the years, most of the provisions of the law have been incorporated into Civil Service Commission regulations and in qualifications standards for most positions under the General Schedule. Most General Schedule positions in the Competitive Service, including those in FAA, will not be affected. However, General Schedule positions in the excepted service will no longer be subject to time-in-grade requirements beyond those imposed by the classification system and the agency itself.



SUN (from page 1)

from Portland, Ore., to Minot, N.D., and the FAA's Northwest Region reports that numerous charter flights have been booked to provide a guaranteed unobstructed view of the event. There also will be a 70 and 80 percent eclipse in a wide swath across the middle of the country. It is in this area also that people might be tempted to watch the sun, but eye specialists point out, "Eclipse blindness cannot be cured, but it can be prevented with a few relatively simple precautions. . . . Do not look directly at the sun, but only at its reflection."

CIVIL SERVICE REFORM ACT UPDATE

Federal employees who become managers or supervisors in the future will have to serve a probationary period before they get the job permanently. The Civil Service Reform Act calls for a trial period to assess the effectiveness of new managers, with provisions for returning them to positions at least equal to those previously held if they do not perform successfully. Under guidelines issued by the Office of Personnel Management, each agency will determine the length of the probationary period which must be of reasonable fixed duration, appropriate to the position, and applied uniformly. Agencies must establish separate probationary periods for supervisors and managers. A successful supervisor can be exempted from the trial period for higher-level manager positions. Employees who are currently serving or have served in such positions are exempt from the requirement. Personnel Management Operations Division, APT-100, will provide specifics when this provision becomes effective in FAA, which will be no later than August 11, 1979.

. . . . AND REFORM ACT BRIEFINGS

Since two of the Civil Service Reform Act sessions were "snowed out" last week, Personnel Management Operations Division, APT-100, has scheduled additional sessions this week in the third floor auditorium of FOB-10A on Feb. 21 at 9:30 a.m. and 2:30 p.m.

WHAT TIME IS IT ?

More and more electronic systems depend on accurate time of day information for initial start up and continued operation. To satisfy these needs and provide an authoritative time reference, the U.S. Naval Observatory Master Clock, the nation's standard, has been made directly accessible via commercial (202/254-4950) and military (AUTOVON 294-4950) telephone systems. A fifteen second message provides voice announcements and markers for Eastern Standard and Universal Coordinated (GMT, ZULU) Times and continuous one second ticks. Clocks can easily be set to a fraction of a second and millisecond precision can be achieved if telephone line delays (typically 25 milliseconds across North America) are determined.

MONTHLY SKY LECTURE SET

The March free lecture by the National Air and Space Museum staff will be entitled "Saturn." Each of these free monthly lectures has two subjects: the topic indicated by the title and a discussion of celestial events due to occur in the weeks before the next lecture. Monthly Sky Lectures begin at 9 a.m. and tickets are not required; however, you are urged to arrive by 8:45 a.m. Persons arriving after 9 a.m. may not be admitted. The March lecture will be held Saturday, March 3, 1979 in the Albert Einstein Spacearium.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-9 February 26, 1979

SHOULDER BELTS STUDIED

Administrator Bond has ordered that a 1977 FAA rule requiring the installation of shoulder harnesses on the front seats of new general aviation aircraft be re-evaluated to determine if the requirement should be broadened to include all seat locations and extended to cover older aircraft..

In a letter to NTSB Chairman James King, dated February 15, 1979, Bond noted that FAA had limited the scope of its 1977 rule because it determined that a "retrofit requirement was not appropriate" and that "delethalization of light aircraft cabins would be preferable to a requirement that all seats be equipped with shoulder harnesses." However, the Administrator said that he now believes these decisions should be reconsidered and has directed the Acting Associate Administrator for Aviation Standards, Charles Foster, "to carry out an analysis of these issues and provide me with recommended options." Bond's letter to King followed a February 1 meeting between the two at which the general subject of "crashworthiness" was discussed in detail.

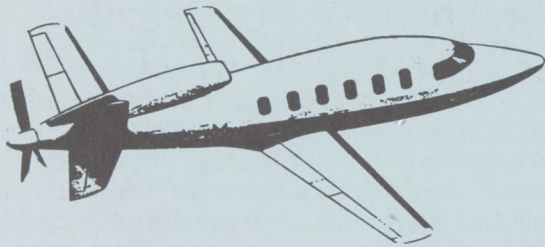
CONTROLLERS BLAMED IN NEAR COLLISION AT LGA

The National Transportation Safety Board has blamed "a lack of coordination among air traffic controllers" for a near collision between two jets on a runway at New York's LaGuardia Airport on June 21, 1978. According to the NTSB report, a ground controller at LGA cleared a North Central DC-9, carrying 103 persons, to taxi on the active runway shortly after the local controller cleared a Cessna Citation to take off from the opposite end of the runway. As a result, the Citation pilot had to abort the takeoff and take his aircraft off the runway after reaching a speed of over 100 miles per hour. Noting that the ground controller and local controller disagreed on whether the DC-9 had been cleared to use the active runway, the Safety Board said it "can only conclude that the proper coordination was not effected and the incident resulted from a misunderstanding between the two controllers." The Board pointed out that the incident had prompted FAA's Eastern Region to change its clearance procedures. Aircraft now wishing to (See page 2)



'LEAR FAN' STARTS CERTIFICATION

The Western Region Engineering Division held the Initial Type Certification Board meeting with the Lear Aviation Corp. recently to discuss the FAA certification program for the "Lear Fan" aircraft. The Lear Fan is the latest and presumably the last "brain child" of the late Bill Lear.



The Y-tail plane will be powered by two turboshaft engines driving a single pusher propeller. First flight of the graphite-epoxy, non-metallic aircraft is planned for Spring 1980. The Western Region's Gil Thompson is the FAA project manager.

CONTROLLERS (From page 1)
taxi along an active runway must be held clear of the runway by ground control and instructed to contact local control. Only local control can authorize the aircraft to taxi on an active runway. The Board noted that the new procedures will not be applied nationally by FAA until their use in the Eastern Region has been thoroughly evaluated. Copies of the incident report can be obtained from the NTSB Publications Branch, Washington, D.C. 20594.

FAA WORLD ON ITS WAY

One can't help but notice that air traffic control towers come in all shapes and sizes--most un-government-like. Therein lies part of the tale told in "From Cupolas to TRACABs" in the February issue of FAA WORLD. How the ATC tower evolved is revealed in text and two dozen photographs. In this issue, you'll also find the first in a series of updated facility and office maps, originally published half a dozen years ago; a story about a "Bright Idea in a Black Box" that helps technicians monitor long-range radar data; stories about an improved version of the 150 program, flight-inspection angels of mercy and an aircraft certification first; and our regular features: Direct Line, Faces and Places, Federal Notebook, Small World and Word Search.

ICAO SEEKING APPLICANTS

The following assignment is now available with the International Civil Aviation Organization (ICAO) MONTREAL 2 yrs.: PC-52/78 Supervisor, Field Staff Administration Unit, P-4, Gross: \$29,940 and Net (free of tax): \$20,209 without dependents and \$21,756 with dependents per annum. Applications due API-19 3/30/79. Information concerning duties, salary, qualifications, applications and benefits is available at your personnel office. In addition to basic salary, employees 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.

THANKS FOR SAVING MY LIFE

A major winter storm moving over the mountains of western Pennsylvania had the pilot of a Cessna 172 in its icy grasp. Looking for help, he contacted Philipsburg FSS specialist Donald E. Monroy and reported that his wings and windshield were icing up badly. Although he arrived over the Philipsburg Airport a few minutes later, he was unable to land because he no longer could see through his ice-covered windshield. At this point, Monroy became a temporary tower controller. After sounding the emergency system, he ripped out a storm sash and crawled through the window with a hand mike to talk the blinded pilot down to the runway. Standing in minus ten-degree cold without hat or coat, Monroy guided the aircraft, which he saw as a black silhouette against the slate grey sky. He gave the pilot continuous heading, altitude and power setting guidance to line him up with the runway. But after three missed approaches, Monroy saw that this was not enough. He realized he would have to carry the plane all the way down into the landing flare. When he finally did get the plane down on the runway, he also saw that he would have to guide the pilot as he rolled out on the ice covered surface. When the plane, by then loaded with ice, finally skidded to a stop, Monroy heard a heartfelt message on his earphones. "Thanks," the pilot radioed, "for saving my life" During the month of January 1979, 268 flight assists were reported--86 by flight service stations, 134 by towers and 48 by centers. There were a total of 590 people on board the aircraft involved.

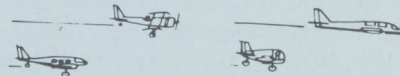


FUEL SAVING MEASURE SET

FAA has converted certain air routes between the U.S. mainland and Hawaii to one-way use in an energy-saving effort that could cut fuel consumption by as much as 25 million gallons annually. The use of one-way routes, which began February 22, means that pilots will have a better chance of being assigned to altitudes where their aircraft consume less fuel. It also increases the opportunity to use step-climb, a procedure whereby pilots can be cleared by air traffic control to higher altitudes en route for better operating efficiency. Moreover, the revised traffic patterns will improve the flow of arriving and departing traffic at Hawaii. Of the six air routes between the U.S. west coast and Hawaii, two will serve eastbound traffic and two westbound, leaving the remaining two routes open for two-way traffic.

FAAers GET OUT OF IRAN

On February 18, five remaining FAA employees were evacuated from Tehran to points in Europe and are expected to be on duty at various domestic locations by next week. During November 1978, FAA had 46 employees and dependents in Tehran.



EAA FLY-IN PLANNED

The Experimental Aircraft Association is planning a second National Fly-In Convention in September 1979 at Tullahoma, Tenn. Air traffic control arrangements will be coordinated with FAA facilities in the Nashville, Tenn., area.

THEY SERVED WHEN DUTY CALLED

When the "Blizzard of '79" clobbered the Washington, D.C. area last week and most Headquarters employees were under orders to stay at home, some FAAers were called upon to do double and triple duty. FAA Duty Officer Bob Frank was on the job in the Communications Control Center continuously for over 48 hours. Frank maintained liaison with other U.S. agencies and FAA field elements and provided communications service to top OST/FAA officials which permitted them to conduct vital business from their homes. After he operated alone for over 20 sleepless hours, he was joined by Facility Chief Jim Davis, who made it to the office through waist-high drifts. Davis and Frank stayed on duty until relieved by Duty Officers Bob Wheeler, Carl Stanley and Luke Weathers. . . . In the National Flight Data Center both James Goggins and James Giles put in two double shifts during the three day emergency while watches normally manned by three to four were staffed by only the two hard working specialists. . . . Tony Matarazzi and Richard Jett kept the Headquarters Telecommunications Center operating from late Sunday night until relieved shortly before noon on Wednesday. They were given considerable help from Bill Wade who joined the marathon crew at four Monday afternoon and also worked through Wednesday. . . . Flow controllers Nick Vutsinas, Edgar Hall, Robert Little and Harry Eberlin played a major role in keeping the Air Traffic Control Systems Command Center functioning. Working double shifts, the skeleton crew kept abreast of airport closings, runway conditions, air traffic delays and managed the required

flow control programs to support the system. That's the way it was in the big, quiet building on Independence Avenue. A key facility was the 5th floor vending machines area which provided sustenance for the beleaguered FAA'ers. Bob Frank claimed "a new record for eating crumb buns."

AIRPORTS SET RECORDS

A record number of 14,176,233 passengers passed through Washington National Airport during 1978. The number represented a 6.9 percent increase over 1977. Air carriers at Dulles carried a record number of 3,010,645 passengers for the year, for an increase of 11.8 percent. Passengers traveling by air taxi (commuters), general aviation and military aircraft pushed the passenger total at Dulles to 3,189,954.

INVESTORS WORKSHOP COMING

A free investor's workshop, sponsored by the FA Club, will be held at noon each Wednesday in conference room 6 AB, February 28 through March 21. Each session will cover different aspects of investments, such as: real estate, insurance, etc. The workshop is open to all.



FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-10 March 5, 1979

BOND: CONSERVE ENERGY

Because of the threat of a new "energy crisis," Administrator Bond is asking all FAA employees to follow some common-sense conservation measures. The text of the Administrator's message follows: "On February 2, President Carter requested that executive departments and establishments take immediate steps to reduce the use of petroleum fuels. In this regard, action has already been taken to reduce thermostat heating levels and electrical lighting use in Federally owned and operated facilities. Additionally, I am asking that each of you take whatever other steps may be possible to help in the conservation of energy. Some suggestions include, but are not limited to, the following:

- o Turn off lights whenever they are not needed.
- o Join a carpool or use mass transit.
- o Combine essential vehicle trips in both your job-related and personal use.

Any additional suggestions you may have along these lines are solicited. I appreciate your cooperation and believe that by our concerted efforts, we shall make a significant contribution to the conservation of energy."

CONTRACT AWARDED TO INCREASE ATC AUTOMATION

The agency has awarded a \$2.6 million contract to Sanders Associates, Inc., of Nashua, N.H., for an automated system to replace one of the oldest tools used in air traffic control work --the flight progress strip. Under the contract, Sanders will build an engineering model of a computer-based system that will automatically provide controllers with the same data as appears on the flight progress strips-- that is, the identity, route and assigned altitude of aircraft that will come under their control. This data will be presented on electronic displays adjacent to the radar scope on controller (Continued on page 2)

NEWMAN RETIRES

Henry L. Newman, after 42 years of Federal service and 14 years as Director of the Southwest Region last week announced his retirement, which became effective immediately. After extensive service with the Army Air Corps, Newman joined the agency in 1946 as executive officer of the Alaskan Region. After that he served in a number of top executive positions and was appointed deputy director of the Central Region in 1962 and director of the Southwest Region in 1965.

UNIFORM PAYROLL SYSTEM GROWS

Beginning March 25, the Southwest Region will have its payroll processed at the Mike Monroney Aeronautical Center in Oklahoma City. This will be the first step in a program to centralize the agency's payroll processing function now performed at ten different sites. By mid-December, the Aero Center will be processing all the payrolls when the Alaska, Hawaii and Washington headquarter's functions are converted. The Aero Center then will be keeping track of 65,000 FAA and Coast Guard pay records. Changeover to the new system is expected to be so smooth that employees won't notice any difference. Under the new system, the regional offices will transmit time and attendance and payroll changes to Oklahoma City for processing over telephone lines. Then a computer tape of the payroll will be flown by commercial airliner to the Federal Treasury disbursing office in Kansas City. The checks will be printed in Kansas City and mailed to the employee's address or banking institution. Thus, there will be no change in the official pay dates. Employee will continue to discuss payroll issues with their local payroll office.

FAA PAYS FOR FTS CALLS

FTS is not a symbol for "Free Telephone Service." That's the thrust of recent Logistics Service notice urging a "continual effort" by all employees to eliminate unnecessary FTS costs. Employees should be aware that every completed intercity FTS call within the contiguous 48 states costs the FAA approximately one dollar whether the party is contacted or not.

Moreover, FTS calls to Alaska, Hawaii and Puerto Rico are even more expensive and cost from fifty-two cents to one dollar per minute on the line. Employees should make every effort to help cut the agency's FTS costs, which have risen approximately 10 percent per year for the past three years. For example, don't make unnecessary calls and don't call if you believe your party is out to lunch or otherwise unavailable. In addition, accept incoming FTS calls whenever possible to avoid the need for an extra call.

ATC AUTOMATION (from page 1)

Consoles. Controllers will be able to update information by merely touching the face of the display with a finger. This will interrupt infrared light beams and initiate a series of pre-programmed actions. Implementation of such a system in the agency's air route traffic control centers would increase controller productivity by relieving them of routine, mechanical tasks. The "Electronic Tabular Display System" (ETABS) will replace flight progress strips, which have been used since the 1930s. The contract calls for Sanders to deliver the ETABS engineering model to FAA's National Aviation Facilities Experimental Center in Atlantic City in February 1980. It then will undergo an intensive six-month evaluation to develop design specifications for an ETABS production model. FAA's present plan envisions implementation of this system in the agency's 20 air route traffic control centers serving the domestic U.S. in 1984-85.

MARCH IS RED CROSS MONTH

President Carter has signed a proclamation designating March as Red Cross Month. The proclamation points out that for more than 100 years the American people have been counting on the Red Cross for a variety of vital services ranging from disaster relief to water safety instruction. The President asked all citizens, particularly Federal employees, to help the Red Cross during March by becoming Red Cross volunteers, donating blood and supporting Red Cross membership enrollment efforts.

MORE AIRSPACE COMMENTS COMING

Responding to numerous requests, FAA has granted a 30-day extension of the comment period on a proposed rule to enlarge significantly the U.S. airspace in which all aircraft are required to operate under ground control. The new comment deadline is April 4. The proposed rule, which is part of a comprehensive "Safety Enhancement Program" announced by Administrator Bond in late December, would lower the floor of the Positive Control Area from 18,000 feet to 10,000 feet over the eastern U.S. and most of California and to 12,500 feet over the rest of the country. It also would create a new operational concept called "Controlled Visual Flight" to permit non-instrument rated pilots to fly in this airspace. The agency has already received some 20,000 comments on the proposed rule.

'COOL IT,' CARTER SAYS

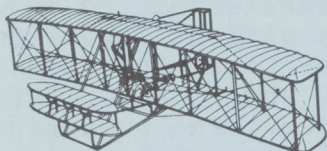
Acting on a February 14 Presidential directive, GSA is lowering temperatures in government offices from the former 65-68 degree range to a flat 65 degrees. Nighttime temperatures are not to exceed 55 degrees. GSA building engineers have started reviewing office temperatures and will be making adjustments, where necessary, to assure compliance. GSA requests that employees not tamper with thermostats and diffusers.

DOT GETS INSPECTOR GENERAL

Auditing and investigative positions from FAA headquarters and field facilities were transferred on February 25 to the Office of the Secretary of Transportation to staff the new Inspector General's Office. Of the 67 slots transferred, 20 investigative positions were from the Office of Investigations and Security and comparable field facilities. The remaining 48 positions came from the auditing portion of the Office of Accounting and Audit and its field counterparts. Establishment of the Office of Inspector General was mandated by Congress in 1978. Murray E. Smith, FAA's Deputy Associate Administrator for Administration has been temporarily assigned by the Secretary of Transportation to handle the implementation of the new office.

DISCOUNT FARES AVAILABLE

In order to take advantage of discount fares, travelers should (1) make their reservations immediately upon obtaining approval of the Authorization for Airline Tickets, DOT Form F 1500.8, and (2) pick up their ticket on the day specified by the Scheduled Airline Ticket Office (SATO) on the Second Floor of FOB-10A. The reason for promptness is that both the date the reservation is made and the date the ticket is picked up affect whether the discount fare will be available. In some cases, delays in reservations or pickup have cost an additional \$190 on individual tickets through loss of the discount fare.



REFORM ACT BRIEFINGS SCHEDULED

Two additional Civil Service Reform Act briefings have been scheduled to make up for those sessions which were not held because of bad weather. These sessions are scheduled for Thursday, March 15 at 9:30 a.m. and 2:30 p.m. in the third floor auditorium of FOB-10A.

FREE MOVIES IN MARCH

The following movies will be presented in the National Air and Space Museum theater during March:

Thirty Seconds Over Tokyo
Thursday, March 8, 1979, 7:30 p.m.

A dramatization of the first U.S. bombing raid on Japan under General Jimmy Doolittle's command. With Spencer Tracy, Van Johnson and Robert Mitchum.

Strategic Air Command
Thursday, March 15, 1979, 7:30 p.m.

A ball player, recalled to duty, becomes a commander of a SAC plane. Eventually a neglected shoulder injury forces him out of the Air Force and an active baseball career. With James Stewart, June Allyson, Frank Lovejoy and Barry Sullivan.

The Bridges at Toko-Ri
Thursday, March 22, 1979, 7:30 p.m.

Personal drama set against Navy carrier-based jet pilots and helicopter rescue teams during the Korean war. The film was shot on location in Japan and with the Task Force in the China Sea. Based on the novel by James A. Michener. With William Holden, Grace Kelly, Frederic March and Mickey Rooney.

The Great Waldo Pepper
Thursday, March 29, 1979, 7:30 p.m.

After the deaths of several people as a result of a wing-walking routine, a barnstorming pilot is permanently grounded. He thinks of marrying and settling down, but, finding he can't adjust to a normal earth-bound life, he takes to the sky again under an assumed name as a movie stunt flyer on a war picture. With Robert Redford, Bo Svenson, Bo Brundin and Susan Sarandon.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-11 March 12, 1979

ARTS II DELIVERIES AHEAD OF SCHEDULE

Deliveries of the first lot of ARTS II equipment was completed last week as the new alphanumeric radar system was shipped to the Harrisburg, Pa., airport traffic control tower almost a month ahead of schedule. Twenty-four of the automated systems, which give controllers critical flight information directly on their scopes now have been shipped to radar rooms. Of these, eight are fully commissioned. The remainder are at various stages of the equipment shakedown period, which can last from 45 to 90 days, depending on the amount of training given to controllers. This month deliveries of the second lot of ARTS II will begin with all 21 systems going to tower cabs. These systems will be shipped at the rate of three a month to the following airport traffic control towers: Wilkes Barre, PA; Beaumont, TX; Allentown, PA; Evansville, IN; Tallahassee, FL; Portland, ME; Springfield, MO; Charleston, SC; Lake Charles, LA; Muskegon, MI; Waterloo, IA; Palm Springs, CA; Casper, WY; Wilmington, NC; Champaign, IL; Bangor, ME; Lafayette (TRACON), LA; Pueblo, CO; Longview, TX; Gulfport, MS; and Monroe, LA. FAA has a total of 73 ARTS IIs on order.

EXPLODING BATTERIES MUST GO

As many as 60,000 aircraft may be affected by the agency order to remove lithium sulfur dioxide batteries from U.S. civil aircraft because of a danger of their exploding in flight. The batteries are used primarily to power Emergency Locator Beacons (ELTs), which are required equipment on most civil aircraft. The agency noted that the order will require the removal of the entire ELT unit in many cases and has told the owners of affected aircraft that they can fly without this equipment for 180 days, during which time the FAA expects to find a solution to the problem. In announcing the order, which takes effect March 28, FAA cited several recent incidents of lithium sulfur dioxide batteries exploding, venting violently or burning. In a recent six-month period, six of the batteries exploded, with one of the explosions tearing a four-inch hole in the fuselage of the aircraft. More than 500 minor incidents also were reported in the same period. Although no deaths, injuries or accidents have resulted from these incidents, FAA said the potential for harm exists.

AWARD PROGRAMS SET

Nomination forms for the annual Flight Instructor Award Program and Aviation Mechanic Award Program were sent out in early March, and nominations for the outstanding individual in each category are due July 1. FAA Accident Prevention Counselors will distribute program information and nomination forms at safety meetings and other functions. Counselors also will help select district winners in both groups. But the general aviation industry will continue to run the programs with the chairmanship rotating from year to year. This year the General Aviation Manufacturers Association is acting as chairman, supported by AOPA, NBAA and other alphabet organizations. National winners will be honored at ceremonies in FAA Washington headquarters in October.

ESIS ABOLISHED

The Executive Selection and Inventory System (ESIS) has been abolished because of changes in the personnel system, including a DOT-wide requirement to advertise all supergrade vacancies and the establishment of the Senior Executive Service. The original purpose of ESIS was to identify well qualified candidates for filling key FAA positions and consider them automatically. Employees formerly on the ESIS rolls no longer will receive automatic consideration for vacancies but may apply for them through ingrade or merit promotion program procedures as the positions are advertised.



ATCA CALLS FOR PAPERS

The Air Traffic Control Association (ATCA) is asking for technical papers for presentation at its annual meeting October 15-19 in Atlantic City. NAFEC Acting Director Joseph M. Del Balzo has been named chairman of this year's meeting, which will focus on the "Impact of New Technology." Abstracts of technical papers should be sent to the appropriate section chairman by April 30. They are: Major System Problems - William M. Flener, Associate Administrator for Air Traffic and Airway Facilities; Developing Technology - Dr. John L. McLucas, President of COMSAT General Corp. (950 L'Enfant Plaza, SW, Washington, D.C. 20024.); People Constraints - William H. Koch, Chief of the NAFEC Simulation and Analysis Div.; and Introducing New Technology into the System - Quentin S. Taylor, Deputy Administrator. Draft papers are due July 1 and final manuscripts on August 1.

PROGRESS REPORT GIVEN

After a successful Washington engagement last August, the Systems Research and Development Service has taken its "E & D Progress Report" on the road. A one-day briefing was held in Houston on March 6, and another is scheduled for Atlanta on March 21. Among the major programs discussed in the briefings are: flight service station automation, air traffic control system enhancements, discrete-address beacon system, collision avoidance, weather detection, airport pavement and lighting, navigation and landing systems, helicopter IFR operations and aircraft safety.

FAA BOARD IS LISTENING

If you know of a problem in the areas of civil rights or equal opportunity that needs top-level attention, FAA's Civil Rights Board, whose primary responsibility is setting policy, would like to hear about this also. Moreover, if you have a recommended solution to the problem, the Board would like to get that information as well. Employees wishing to contact the Board, which is made up of Associate Administrators and other designated officials, may do so through Howard King, Deputy Director of the Office of Civil Rights. However, employees are reminded that the Board is interested primarily in policy matters and does not engage in any activity that would conflict with either the discrimination complaints program, the agency grievance system or the provisions of negotiated labor agreements that cover employees of the Washington headquarters.

NORTHEAST VISIBILITY DOWN

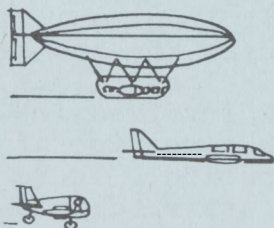
An Environmental Protection Agency visibility study undertaken at ten airport traffic control towers indicates that visibility has declined significantly in the northeast U.S. over the past 25 years. Although the decline from 1953 to 1972 was, in metropolitan areas only about five percent, non-urban locations had a decline ranging from 10 to 40 percent. Airports used for the study were: Washington National and Dulles, Newark International Airport, Cleveland/Hopkins Airport, Ky.; Douglas Airport, Charlotte, N.C.; Port Columbus Airport, Columbus; J.M. Cox Airport; Dayton; and Lycoming County Airport, Williamsport, Pa.

FLYING TAUGHT VIA RADIO

Atlanta/Hartsville Airport Tower controller Jerry D. Dreadon exercised his skill as an instrument flight instructor recently to guide a non-instrument rated pilot down through an overcast to a safe landing. Dreadon actually taught instrument flying by radio to the pilot who had been caught on top of an overcast with low fuel. When the pilot of the single-engine, light plane declared an emergency and asked for radar assistance, Dreadon began by going over the aircraft instruments and explaining how the descent maneuver would be done. He thoroughly explained each direction and was careful not to give another until he was sure the previous one had been understood. As the plane descended, the controller carefully and skillfully reminded the pilot of the correct instrument readings. Dreadon also periodically asked the pilot what instrument he was watching until the pilot reported beneath the clouds. Shortly thereafter, the pilot saw the highway pointed out by Dreadon and was able to proceed visually to the Charlie Brown County Airport, approximately five miles away, for a routine landing. During the month of February 1979, 246 flight assists were reported--69 by flight service stations, 105 by towers and 72 by centers. There were a total of 630 people reported on board the aircraft involved. The primary causes for the assists included 118 lost pilots, 30 low on fuel, 62 involved in weather and 72 with some type of equipment malfunction. There were 159 pilots assisted by use of radar, 59 assisted with DF, 39 with VOR orientation and 27 by the use of geographical references.

SAFETY COURSE OFFERED

The Technical Aspects of Flight Vehicle Safety, a course offered from April 2 to May 25, by the University of Southern California, will explore performance, stability and control of flight vehicles and relate them to operator technique and vehicle configuration. The instructor is C. O. Miller, a world recognized authority in aviation safety and former director of the Bureau of Aviation Safety, National Transportation Safety Board. Miller emphasizes that this is not a purely technical course in aerodynamics. Students will conduct research on specific hazard areas and use case studies of accidents to tie together the various factors involved. Technical Aspects of Flight Safety is part of USC's Master of Science in Safety degree program. This course will be taught on Tuesday and Thursday from 5:30 to 8:30 p.m. in the Forrestal Building. Two other courses are offered during the spring term: Statistical Methods for Safety (Monday and Wednesday) and Principles of System Safety Management (Tuesday and Thursday). Tuition is \$420 per course. Students may get tuition assistance if the course is considered job related under the Government Employees Training Act of 1958. For further information call 521-5025.



AWARDS AND REWARDS

Flight Standards Service has presented Quality Increases to Mary Dean, David Ostrowski, Pam Smith and Mary Anne Guntow.

ASTRONOMY LECTURE SCHEDULED

Einstein's Vision and the Discovery of the Expanding Universe is the subject of the free "Exploring Space with Astronomers" lecture scheduled on Wednesday, March 14 at 8 p.m. in the National Air and Space Museum planetarium. To scientists, the universe appears to be boundless yet growing in a roughly uniform way. Its remote past and the origin of its expansion remain an enigma. These concepts and Einstein's insights into the riddle of the expanding universe will be discussed. James Peebles heads a group of cosmologists at Princeton University which is primarily involved in the physics of the large-scale clustering of matter in the Universe.



Take
stock
in America.

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-12 March 19, 1979

ADMINISTRATOR STRENGTHENS ENFORCEMENT PROGRAM

Administrator Bond last week announced a tougher safety enforcement program aimed at minimizing the potential for human error in aviation. Bond first outlined the program at a meeting with more than 300 FAA inspectors in Chicago, and the following day in a luncheon speech at the National Aviation Club in Washington, D.C. Bond stated that while the "machinery used in aviation"--the turbine engines, solid state electronics, and so forth, are "incredibly reliable," the chance for human error increases as aviation grows. One of the best ways for FAA to reduce that potential, he said, is by strict enforcement of the rules. Bond said that FAA "with the best of intentions" has created a system that lets many offenders escape punishment entirely, and "this is a laxity we can't afford with a million and a half people in the skies of America on a given day." The Administrator characterized the current enforcement system as "out of date" in several important respects. He cited as an example the maximum penalty of \$1,000 set 40 years ago, that is still being assessed for each violation of a FAR. Bond said he wants the maximum penalty raised to \$25,000, and criminal penalties for the worst violators of safety regulations. Legislative proposals

to accomplish both will soon be sent to Congress. Most of the measures to tighten up the enforcement program can be taken immediately or in the near future by administrative rather than legislative action. The guarantee of immunity under the Aviation Safety Reporting Program, for instance, will be modified to end abuses which can lead "to complacency and lack of air discipline." Under these modifications, airmen no longer will be able to claim immunity for violations of safety regulations witnessed by others, and the same will apply to controllers who direct aircraft into another's airspace, runway or taxiway, or who give or accept an inaccurate briefing when changing control positions. Bond emphasized that the immunity provided by anonymity is not being eliminated. Persons still will be able to file unsafe condition reports with NASA, and their testimonies will still not be used against them. The aim is to modify the guarantee of immunity which Bond said "can be too easily corrupted into a license to endanger hundreds of lives with no fear of punishment." The revised enforcement program also will include a rotation policy for all principal safety inspectors and certain (See page 3)

ALTITUDE READOUT IS AT NYC

Altitude monitoring capability will be added late this year in the towers of the three New York metropolitan airports--J.F.K., LaGuardia and Newark, to enhance air safety there. This capability had not been available at the towers previously because the Common IFR Room, which handles approach and departure control for the three airports, is equipped with the ARTS IA system, and altitude readouts cannot be remoted from that system without major alterations. It had been planned to remote the readouts from the new Common IFR Room, which is being built in Garden City, Long Island, N.Y., and which will be equipped with the more sophisticated ARTS III system. But the new facility is not now scheduled to be commissioned until the fall of 1980. However, under the revised plan, the altitude information will be remoted to the individual towers from equipment installed at the new facility and hooked up ahead of schedule.

NEW FILMS AVAILABLE

The Office of Public Affairs reports that three new FAA films will go into distribution by the end of this month. The aviation-oriented films are: "These Special People" - a recruiting film aimed at minorities and women for FAA electronics maintenance positions; "Red Alert" - a technical training film describing current FAA regulations covering airport crash and fire rescue; and "The Silver Eagle: Master of the Skies" - a general aviation safety film on airman medical standards. These films may be obtained on free loan by writing: FAA Film Service, 2323 New Hyde Park Road, New Hyde Park, New York, N.Y., 11042. Also available by the end

of the month will be an updated catalogue for film users, which will include a listing of all FAA films as well as detailed instructions on how to get the films on free loan.

'FAA WORLD' IN MAIL

Mobility is the byword in FAA, but what do you need to know when it's time to go? "So, You're Being Transferred!" tells you the pitfalls and your entitlements in making a move, and it can even save you money--big money--and certainly aggravation. You can also read about the successful and growing "AM Weather" television program, about the growth of computer-based training that can substitute for some classroom and flight time and about CAA 35 years ago via a newspaper article reprint. You'll also find a center-spread map of air traffic control towers, Heads Up, Federal Notebook, Small World, Direct Line, Faces and Places and a change-of-pace from "Word Search."

SEND IT AIR MAIL

The Office of International Aviation Affairs reports that surface mail being sent to Europe, Africa and the Middle East is taking up to two months in transit. Employees are advised to send via air mail all correspondence requiring timely responses. Employees should note that when mail is not marked air mail, the post office will send it via surface mail.

ENFORCEMENT PROGRAM (From page 1)

... key Flight Standards personnel. These employees generally will be limited to a maximum of five years in one location. Among other major features of the program:

- o A single FAA enforcement handbook will be developed to replace four-or-more enforcement handbooks now in existence.
- o A computer-based system will be set up to give regions prompt access to an airman's history of past violations, with a view to grounding those who have established a pattern of willful violations.
- o A crackdown on nonscheduled operators who operate out of places like "Cockroach Corner" in Miami. An NPRM will be issued to set up a separate safety category for these kinds of operations. Rules under the new category will be similar to Part 121, and they will allow safety inspectors to crack down on unscrupulous operators who now are able to duck FAA safety regulations.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO).
 MONTREAL 2 years - PC-1/79 Project Implementation Officer, Europe, Mediterranean and Middle East, P-4. PC-2/79 Projects Implementation Officer, Asia and Far East, P-4. PC-4/79 Assistant to Director, P-4. PARIS PC-3/79 Deputy Representative, P-4.
 SALARY: P-4, Gross: \$29,940 and NET (free of tax): \$20,209 without dependents and \$21,756 with dependents. Applications due in API-19 by April 19, 1979. Information concerning duties, salary,

qualifications, applications and benefits is available at your personnel office. In addition to basic salary, employees will be eligible for dependents 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.

AMATEUR-BUILT INSPECTIONS CUT

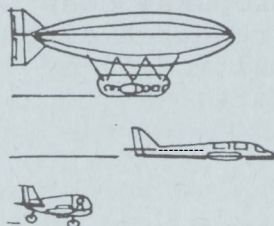
In keeping with President Carter's policy of reducing the burden of government regulations on the public, the agency has proposed that inspectors no longer be required to recertify amateur-built and most experimental aircraft each year. These costly procedures take up some 22 person-years of FAA inspectors' time annually. Under the proposed rule, amateur-built aircraft and most others in the experimental category would be treated much like conventional aircraft. FAA would certificate them initially and this airworthiness certificate would be valid for an indefinite period. Safety would be assured through annual inspections by FAA-certificated mechanics or the builder of the aircraft if this person had qualified for a "repairer's" certificate from the agency. Publication of this notice of proposed rule-making follows a commitment made by the Administrator in a speech to the Experimental Aircraft Association last August in Oshkosh, Wis. The proposal does not apply to test or research aircraft and developmental models of factory-built aircraft.

NO HEALTH HAZARD AT AIRPORTS

No health hazard to employees or travelers from exposure to asbestos fibers exists at either Dulles International or Washington National Airports, according to a report submitted to the agency by the National Institute of Occupational Safety and Health (NIOSH), an element of the U.S. Department of Health, Education and Welfare's Center for Disease Control. The airports were tested in January following complaints that cancer-causing asbestos fibers might have been contaminating the air.

FAAer GETS CAP AWARDS

Sherman P. Tynes, an electronic engineer in the Systems Research and Development Service, has received two awards from National Headquarters Civil Air Patrol (CAP). The Grover Loening Aerospace Award for meritorious performance and the Paul E. Garber Award for outstanding performance were presented for accomplishment in the Civil Air Patrol Senior Member Training Program. Tynes has been a volunteer member of the National Capitol Wing, CAP since 1975. He holds the CAP rank of Captain and is the Commanding Officer of the Columbia Cadet Squadron which serves the far Northeast D.C. area. In FAA Tynes is also a qualified CPR instructor and participates in the DOT CPR training program. In addition he is a counselor in the FAA EEO program.



SOFTBALL SEASON TO BEGIN

Any women interested in playing for the FAA this year, please call Brenda (B.J.) Payne on x63220. Practice to begin first week in April; game play, second week in May.

LAST CHANCE TO SEE 'TO FLY'

"To Fly," the award-winning film currently showing at the National Air and Space Museum's theater, will end its first run in early April. The 27-minute film treats the audience to a tour of America as seen through flight-oriented eyes. Beginning with a balloon ascension in post-colonial times, "To Fly" goes on to capture the sensation of actually flying in a barnstorming biplane, piloting an aerobatic jet with the Blue Angels, and free-floating with a mission in outer space. "To Fly" will be replaced by the Museum's second feature film "Living Planet." The new film uses flight to carry its viewers over many of the Earth's most remote regions -- Africa, India, the Arctic. Through the magic of air and space flight, the audience gets a fresh perspective of the planet Earth and sees its home through new eyes.



Take
stock
in America.

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-13 March 26, 1979

ADMINISTRATOR BOND TESTIFIES ON AIRSPACE PROBLEMS

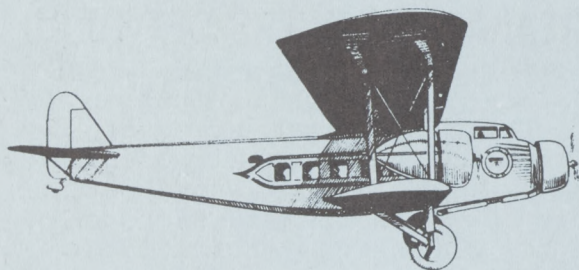
On Capitol Hill last week to discuss the agency's proposals on controlled visual flight rules, Administrator Bond promised the House Subcommittee on Aviation that he would do his best to minimize the burdens of the rules while maximizing the safety benefits for all airspace users." Bond also said that, while he believes the proposals are a logical evolution in the ATC system and a reasonable step to promote aviation safety, he expects to benefit from public comments on the proposals. He noted that more than 38,000 comments already have been received since the NPRM was issued Jan. 4. The comment period closes April 4. Bond said: "We welcome that interest because the public attention focused on our proposals will help us to shape them in the most reasonable manner feasible." In reviewing the proposals for the subcommittee, Bond noted that they do not serve as a vehicle for establishing additional TCAs, as some commentators have been led to believe. Each TCA proposal will be handled by separate rulemaking actions, he said.

BREAKABLE TOWERS SET TO GO

The agency is getting ready to replace the rigid supports for approach lighting systems at some airports with breakable ones. An improved fiberglass support strong enough to hold approach lights in place, yet fragile enough to break cleanly if hit by an aircraft, has been developed and successfully tested at Lakehurst Naval Air Station early this year. The test, using a Piper Navajo wing section, demonstrated that only moderate damage to the wing would result from a collision with the support towers. These towers, up to 40 feet high, are constructed of frangible fiberglass tubes that have breakable joints built in every 42 inches. Although the tube is still strong enough to support the lights in winds up to 100 miles an hour, it will snap off at these breakable joints if hit by an aircraft wing without affecting the flyability of the wing. If towers more than 40-foot high are needed, frangible tubes, 20-foot high, will be mounted on top of more conventional steel supports. Although the new frangible (See page 3)

WOMEN FLY INTO HISTORY

An all-female air carrier crew--captain, first officer and cabin attendant--believed to be the first in aviation history, flew recently for Hawaii Airlines. The women flew into history on a Honolulu to Molokai flight. They flew a 30 passenger, British built Shorts SD-330 turbojet. The first woman ever to fly for an airline as a crewmember was Ellen Church, a registered nurse, who was signed on as an "air hostess" by United Airlines in 1930. She flew in a Boeing trimotor, like the 80A pictured below.



REPORTS AVAILABLE

Among the Department of Transportation and National Transportation Safety Board reports released this month is a DOT report, "Transportation for the Elderly and Handicapped--Programs and Problems," which includes a section on driver training and auto equipment selection. The NTSB publications are ten reports covering general aviation accidents, entitled, "Briefs of Accidents Involving . . . Weather as a Cause/Factor, Midair Collisions, Alcohol as a Cause/Factor, Missing and Missing-Later-Recovered Aircraft, Commuter Air Carrier and On-Demand Air Taxi Operations, Corporate/Executive Aircraft, Aerial Application Operations, Turbine Powered Aircraft, Rotorcraft, and Amateur/Home Built Aircraft."

NO CHANGE IN AGE 60 RULE

The age 60 rule will stay as it is, Deputy Administrator Taylor told a House Select Committee on Aging last week, until practical medical procedures are developed to identify pilots beyond age 60 who can safely serve as airline pilots. The rule now says that a person who has reached his or her 60th birthday may not serve as pilot of an aircraft engaged in air carrier operations under Part 121 of the FAR. Taylor said that despite significant advances in medical science since the rule was adopted 20 years ago, there still isn't a reliable alternative for identifying individuals who could safely serve as air carrier pilots beyond a chronological cutoff age. The age 60 rule has been challenged in the courts and elsewhere, Taylor noted, but in each instance it has withstood the test. In fact, ICAO recently adopted the age cutoff as the international standard for commercial aviation. However, Taylor told the committee, the FAA will continue to keep close track of advances in medical science to identify and adopt new concepts that prove to be practical and useful in the medical certification of airmen.

MORE TIME FOR COMMENTS

FAA has given the public an additional 60 days--from March 31 to May 31--to submit proposals for the agency's planned overhaul of the rules governing the operation and certification of helicopters. The purpose of the review program is to update existing helicopter regulations to reflect recent advances in the state of the helicopter art. A Regulatory Review Conference will be held this fall to discuss the proposals.

MINORITY GROUP STATUS RECORDED

The Director of Civil Rights is required to inform all employees annually that a minority group designation is recorded in the Personnel Management Information System (PMIS), the computerized record of information on agency's employees. Upon request, a person may find out how he or she is identified in the PMIS, i.e. as a Black, Caucasian, American Indian, or the like. The designation in the PMIS is based solely on a visual observation and, as a result, errors have been made. Some Blacks, for instance, have been designated Caucasians and vice versa. If you want to check your designation, submit a request in person or via mail to the Director of Civil Rights, ACR-1, FOB-10A, Room 1030. If you cannot provide suitable identification, you will be required to sign a statement asserting your identity and certifying that you understand that knowingly and willfully seeking or obtaining access to records about another individual under false pretense is a misdemeanor punishable by a fine up to \$5,000.00. A signed notarized statement of identity may be required. Information requested by mail will be sent via sealed envelope marked "TO BE OPENED BY ADDRESSEE ONLY."

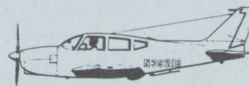
STIFFER TIRE STANDARDS SET

The agency has proposed new and more stringent standards for aircraft tires as a result of several recent accidents caused by tire failure. The new standards, which would apply to both the construction and testing of the tires, would result in a 61 percent increase in their load

bearing ability. This means that a typical tire for a wide-body aircraft that is rated at 53,800 pounds would have to be able to support a load of 86,618 pounds. It is now required to support no more than its rated load. The new standards, which are set forth in a Notice of Proposed Rule Making published in the Federal Register of February 19, are expected to go into effect two years after the effective date of their adoption and apply to all tires made after that date. It also is envisioned that the agency would require the use of the stronger tires on all wide-body aircraft--the aircraft which have had the most serious problems with tire failures--by the same date. Comments should be sent in duplicate before April 18 to the agency, Office of the Chief Counsel, ATTN: Rules Docket (AGC-24 Docket No. 18887).

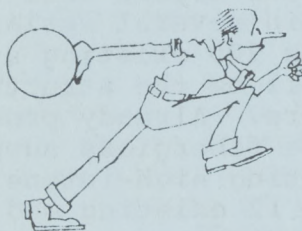
TOWERS (from page 1)

towers were designed primarily for use with high-intensity approach light systems, variations of these towers also will be used with some medium-intensity systems. In all, the fiberglass towers will be installed, in several variations, in more than 200 existing systems, and they will be the structures of the future. Already programmed to get these fiberglass supports are 16 existing high-intensity systems and 12 existing medium-intensity systems.



TOASTMASTERS HOLD CONTEST

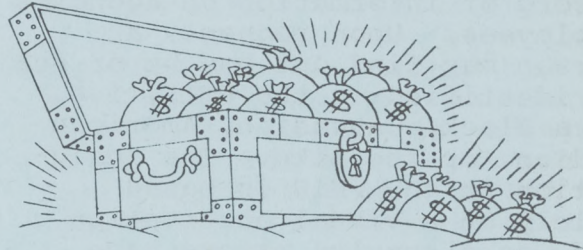
The FAA headquarters chapter of Toastmasters International will hold its spring speech contest Tuesday, March 27, in conference room 5BC from 12-1 p.m. Everyone is cordially invited to attend. If you're interested in improving your ability to communicate, this will provide a good opportunity to see other FAAers in action trying to sharpen their communications skills. The winner of this contest will move on to the area speech contest, April 3, at the Horace Mann Learning Center in HEW (FOB-6) from 12-1:30 p.m. You are welcome to attend that, too. Competition in a contest is only one aspect of Toastmasters. As a member of Toastmasters, you will have the chance to develop the full range of communications skills--from conducting a meeting to delivering impromptu and prepared speeches. So, drop by on Tuesday and see if Toastmasters is for you. You will be welcomed into a relaxed, laid-back atmosphere by people just like you.



BOWLING FOR ALL

The FAA/NAFEC Handicap Championships hosted by FAA Washington Headquarters will take place June 8-10 at the Verona Lanes, West Atlantic City, N.J. All FAA employees nationwide and their guests (ABC/WIBC Qualified), are eligible to enter. For more

information and entry blanks, write/call: Ed Brown, AAF-160, x68970, Washington Headquarters, 800 Independence Ave., S.W., Washington, D.C. 20591.



AWARDS AND REWARDS

The Office of Aviation Medicine presented awards to the following: Charlotte M. Fesko, Quality Within=Grade=Increase based on Outstanding Performance Rating, and Dr. Barton Pakull, Special Achievement based on Outstanding Performance Rating.

DCA SEEKS CLERK-STENO

National Airport is looking for a part-time GS-4 clerk-stenographer to work 20 hours a week. If you're interested, or know someone who is, please contact Paul Kahir in the Eastern Regional office on FTS 665-8694 or commercial (212) 995-8694.

TOP ATF SLOT FILLED

James Dziuk has been named Chief of the Program Management Staff, ATF-4, replacing Ramon Alvarez who has departed for the Southwest Region to become Air Traffic Division Chief. Dziuk has been with the FAA for 23 years, starting out at the Seattle ARTCC and later serving at NAFEC and at Washington Headquarters with SRDS, Quiet Short-Haul Office, Office of Aviation Policy and for the last four years with the Program Management Staff.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-14 April 2, 1979

BACK PAY AVAILABLE TO SOME DOWNGRADED EMPLOYEES

The Office of Personnel and Training has some good news for certain FAAers who were downgraded between January 1, 1977, and January 14, 1979. They may be eligible for retroactive pay and other benefits under the Civil Service Reform Act of 1978. Affected employees are those who were reduced in grade as a result of a reclassification action or a reduction-in-force or were placed in a lower grade position before being separated because they declined to transfer with their function outside their commuting area. Those who meet any of these criteria will have to file a claim for the retroactive pay to get their money since disbursements won't be made automatically. They should get Office of Personnel Management (OPM) Form 1367, which will soon be available from the servicing Personnel Management Divisions. It is not known how long it will take to process employee claims since nobody knows how many claims will be filed, but the agency has promised to move as expeditiously as possible.



DIRECTION FINDERS ORDERED

The agency has purchased 102 very-high-frequency direction finders (DFs) from the Servo Corporation of America, Hicksville, N.Y., in order to close the gaps in present DF coverage and provide a virtually nationwide network for spotting lost pilots. The DFs, which "home" in on radio transmissions from an aircraft, will be used at flight service stations, providing DF coverage over 5,000 feet above ground level along all VFR flyways in the contiguous U.S. The \$2 million purchase includes the new systems, associated equipment, spare parts, publications and documentation. Also included is an option for 25 additional systems and supporting items.

TOP SUGGESTER HONORED

An idea that has substantially improved the steam heating system at Washington National Airport has won its originator the agency's Suggester of the Year Award. Actually, Teddy E. England, chief of the Utilities Branch at Washington National Airport, won the honor for two (See page 2)



SAFER MEETING SCHEDULED

The first meeting of the agency's newly appointed Special Aviation Fire and Explosion Reduction (SAFER) Advisory Committee has been scheduled for May 10-11 at headquarters. The committee was organized to consider all aspects of post-crash aircraft fires, including problems of smoke and toxic fumes. It is made up of representatives of industry and government. Members from FAA include Joseph M. Del Balzo, Acting Director NAFEC; James O. Robinson, Chief, Engineering and Manufacturing Division, Flight Standards; and Douglas E. Busby, M.D., Deputy Federal Air Surgeon.

SUGGESTER

(From page 1)
suggestions which resulted in first year savings of \$26,200 to the agency and an award of \$945 to him. His first suggestion was to install "watch dog tapes" on approximately 3,000 steam traps that permit a single person to check the traps in half a day. Previously, checking the traps carefully proved to be a near impossible job. His second suggestion was to install chain driven valve wheels on the steam boilers in the utility branch at the airport. This allows the valves to be controlled from the floor, where the other operating controls are, and eliminates the need to climb several stories to the top of the boiler in one hundred degree heat.

NEW BATTERY STANDARDS SET

The agency has proposed new standards for lithium sulfur dioxide batteries to eliminate the explosive hazard that led to the current ban on the use of these batteries. FAA last month issued an emergency airworthiness directive ordering the removal of lithium sulfur dioxide batteries from some 60,000 U.S. aircraft after receiving numerous reports of these batteries exploding,

burning or leaking in flight. The major requirements of the proposed new standards are that the batteries must be hermetically sealed and must be replaced annually instead of every five years. FAA believes development of a safe lithium sulfur dioxide battery, which is used primarily to power emergency locator transmitters (ELTs) in aircraft, is important because they function at much lower temperatures than conventional batteries. In fact, they are the only batteries that can power ELTs during the winter months in the northern part of the country. To expedite the issuance of final standards, FAA is limiting the comment period on its notice of proposed rule making to 30 days instead of the usual 60 to 90 days.

EXAMINERS MUST TAKE COURSE

All FAA-designated mechanic examiners, parachute rigger examiners and FAA airworthiness inspectors will be required to complete a new Maintenance Airmen Examiner Standardization course by January 31, 1981, in order to retain their status. The three-day course, to be offered at scheduled intervals in all FAA regions, includes lectures and workshops, with special emphasis on recent changes in the testing procedures for candidates for mechanic and rigger certification. After January 1981, all designated Maintenance or Parachute Rigger Examiners will be required to complete the course biennially for recurrent training. New designees will have to take the course prior to designation, or as soon as it is made available in their region. Each Flight Standards district office will schedule its examiners and airworthiness inspectors into a course during the coming two year

BOND OUTLINES AIRPORT AID PROPOSAL

Administrator Bond has told Congress that the Executive Branch expects to send proposed new airport-aid legislation to Capitol Hill within the next few weeks. Testifying before the House Appropriations Subcommittee on Transportation, Bond said the legislative proposal is intended to replace the present Airport and Airway Development Act which expires on September 30, 1980. According to the Administrator, the new legislation would retain the existing Airport and Airway Trust Fund, but with a better balance between revenue and expenditures. The existing tax structure also would be retained but the current flat tax on non-commercial aviation gasoline would be changed to a 10 percent ad valorem tax. Another change would be the addition of a new 6 percent excise tax on the sale of new general aviation aircraft and avionics. Funding levels also would be increased for facilities and equipment, research, engineering and development, and airport grant programs through FY 1985 to assure a continued safe and efficient national airspace system. In addition, a more significant portion of the cost of operating and maintaining the airways system would be recovered from the Airport and Airway Trust Fund, rather than from the general taxpayer. New emphasis also would be given to the development and improvement of critical reliever airports in large metropolitan areas.

AIRCRAFT REGISTRY IN MICROFICHE

FAA has ceased publication of the "United States Civil Aircraft Register," a three-volume compilation of over 250,000 aircraft, and is replacing it with microfiche

cards. A total of 20 to 24 of the four-by-six-inch film cards contain all of the information formerly in the telephone directory-sized "Register." The microfiche cards not only will save space in filing cabinets but also will be updated monthly, as compared to every six months for the book version. The film cards, like the books, will be distributed to all FAA facilities, but each facility must purchase its own viewer.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL 2 years - PC-6/79 Language Officer (Translator/Interpreter), P-3. Language: A complete command of Arabic as the native tongue, or the language used for the purpose of education, with a thorough knowledge of its syntax and stylistics. Oral and written command of English. A working knowledge of French, Russian or Spanish would be a valuable additional qualification. PC-7/79 Language Officer (Interpreter/Translator), P-4. Language: A complete command of Russian as the native tongue or the language used for the purpose of education, with a thorough knowledge of its syntax and stylistics. A profound knowledge of English and a sound knowledge of either French or Spanish are essential. 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, and at your personnel office.

NEW EXHIBITION OPENS

A new aerial photography exhibition, "Our Beautiful Earth: The View From Air and Space," will open at the Air and Space Museum, second floor, east end, in early May for approximately one year. The exhibit features the work of four contemporary photographers who specialize in aerial views of the earth shot from light planes and a blimp. Also included are photographs of the earth taken both by NASA astronauts and the unmanned Landsat satellite from altitudes above 170 miles. In addition, the exhibit contains a small historical section which features reproductions of a few of the "firsts" in aerial photography: first black and white in 1860; the first in color (1930) and the first picture of the crescent Earth and Moon together in a single frame taken by a Voyager spacecraft in 1977 at a distance of 7.5 million miles. Also shown in this section are early pictures taken by automatic cameras borne by kites and rockets and a photograph taken by a camera-carrying pigeon.

HOURS EXTENDED

Personnel Management Operations Division, APT-100, is expanding the hours of the Personnel Records Room. Employees who wish to examine their Official Personnel Folders (OPF) and administrative personnel who are authorized to check out OPFs may do so every day from 9 a.m. to 12 noon and 2 to 4 p.m. The Records Room is located next to the reception area in Room 512. We ask that individuals who want to look at their own folders call in advance and arrange for an appointment. Madonna Smith and Vernell Carter are available to assist you on x68120.

DEPARTING EMPLOYEES GET ADVICE

The Office of Accounting and Audit advises that employees leaving the FAA headquarters because of transfer, retirement, or separation must complete WA Form 4650-1, Property, Records, and Indebtedness Clearance Record. The 8-78 edition of this form must be used. It may be obtained from an employee's administrative officer or ordered from M-443.1. Previous editions of this form are obsolete and should not be used. Order WA 4650.1C prescribes procedures for use of this form.



ANNUAL FLOWER SHOW SET

The U.S. Botanic Garden's 44th free Annual Spring Flower Show will begin on Sunday, April 8, and continue through Sunday, April 15. The Botanic Garden is located on First Street and Maryland Avenue, S.W., at the foot of Capitol Hill, just two blocks from FOB-10A. It is open daily from 9 a.m. to 5 p.m. The arrival of spring will be celebrated with masses of flowering plants including Easter lilies, azaleas, tulips hydrangeas, and daffodils. The brilliant colors of primroses, cinerarias, geraniums, amaryllis and 200 flowering orchids are sure to please all who attend.

FOR INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-16 April 16, 1979

ARTS III LOGS FLIGHT SAVE

Air traffic specialists use all sorts of methods to help pilots in trouble, but Lawrence E. Patrick may have found a new one. Patrick was working the arrival sector at the Indianapolis tower on March 23 when the pilot of an Allegheny flight, inbound from St. Louis, reported that his airspeed indicator had been knocked out by a bolt of lightning. Realizing the loss of that instrument on approach during bad weather is like being up a creek without a paddle, Patrick used the ARTS III readout to keep the pilot continually advised of his airspeed during the last 20 miles of the flight and helped guide him to a safe landing. Patrick's feat appears to be a "first." But if not, it's still quite an achievement and worth recognizing.

FRAUD 'HOT LINE' ESTABLISHED

Secretary Adams has announced the establishment of a telephone "hot line" to permit DOT employees to report evidence of fraud and mismanagement within the Department to the newly-created Office of Inspector General. In a memo to all employees, Adams said, "I am asking each of you to assist me in promoting economy, efficiency and effectiveness in the administration of Departmental programs and operations by embarking on a fraud, waste and mismanagement prevention program." (See page 3)

RADAR DIGITIZERS PURCHASED

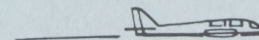
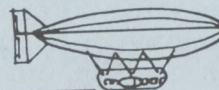
The agency has awarded a \$21 million contract for radar digitizers that will increase the reliability of its computer-based automated air traffic control system. The equipment will replace older digitizers that have been in service for more than a decade at more than 100 radar antenna sites. The major advantage of the new digitizers is that they have two operating channels in contrast to the one-channel equipment now in use. This means the equipment can keep on working if one channel fails or is shut down for routine maintenance. The function of radar digitizers is to convert radar returns into digital messages that air traffic control computers can understand. These messages then are transmitted over telephone lines or via microwave towers to the appropriate air traffic control facility. Then, the radar information is processed by a computer complex and the results are presented directly on the radar scopes used by air traffic controllers as a small data tag. Of the 116 digitizers ordered from the AIL Division of Cutler-Hammer, Inc., 106 will be installed at long-range radar sites, three will be used in conjunction with airport surveillance radars and the remainder for training and maintenance support activities. Deliveries will begin in late 1981 and end in late 1983.

SOCKED-IN PILOT LED TO SAFETY

Caught between thick cloud layers at 9,500 feet is no place for a non-instrument-rated pilot with only 60 hours in his log book. But that's the situation a Cessna 150 pilot found himself in recently over Wink, Tex., and it took the combined efforts of three FAA facilities, with additional help from a private rescue aircraft, to get him safely back on the ground. First, the Ft. Worth Center contacted Midland Approach Control about the Cessna, saying it had indirect radio contact with the pilot through the Wink Flight Service Station, but no radar contact. So Midland took over and a few minutes later had the pilot on the horn and the aircraft on radar. But getting it on the ground was another matter. Local airports were socked in. Moreover, the Cessna was running short on fuel. So Midland got a local pilot in the act and he took off in a Mooney and was vectored on an intercept course. Now came the hairy part for both the Mooney pilot and Midland controllers--guiding the aircraft down through the overcast. But it went better than anyone could have hoped, and 14 minutes after entering the soup, the Cessna busted out at 6,000 feet and was sent straight down Interstate 20 for an uneventful landing at the Monahans Airport, with eight gallons of fuel still in the tanks. Congratulations go to Jerry Stephens of Midland Approach Control and Joe Carter of the Wink FSS, along with Gene Beggs of Beggs Aviation in Midland. . . . During March, 271 flight assists were reported--85 by flight service stations, 119 by towers and 67 by centers. There were a total of 544 people reported on board the aircraft involved. The primary causes for the assists included 138 lost pilots, 27 low on fuel, 61 involved in weather and 77 with some type of equipment malfunction.

THREE MEETINGS SET

- Women's Rights: A DOT-wide conference on the Federal Women's Program will be held in Atlantic City May 8-11 with NAFEC serving as host. The four-day meeting will focus on the impact of the Civil Service Reform Act on the Federal Women's Program and discussion topics will include the implementation of uniform guidelines and the development of special recruitment programs. The contact in OST Civil Right is Wanda Reyna on (202) 426-4670.
- Airport Pavement: FAA will sponsor a seminar May 22-23 in Washington on the use of non-destructive test methods in evaluating airport pavements. This is the last in a series of seminars on the results of a two-year test program to validate the "frequency sweep" non-destructive test method. Use of the technique could lead to annual savings of millions of dollars by providing various cost benefit pavement rehabilitation designs. The contact is Carl Schulten on (202) 426-9396.
- Light Transport Aircraft: The agency has rescheduled its May regulatory review conference on design standards for a new class of light transport aircraft. The week-long meeting now is slated for September 17-21 in Phoenix, Ariz., with a July 9 deadline for submitting proposals. The conference is part of an FAA effort to promote the development of an aircraft especially designed for the rapidly-growing commuter airline industry. The FAA project man is Tom McSweeney on (202) 755-8714.



AVIATION SAFETY OFFICE CHANGES

John R. Harrison, Assistant Chief Counsel in charge of litigation, has been named Acting Director of the Office of Aviation Safety. An experienced pilot in addition to having his legal credentials, Harrison has been with the agency since 1961, except for a four-year stint as a trial attorney with the Justice Department. He replaces Marion Roscoe, who retired this month after 32 years service with FAA, NTSB, CAB and the old CAA. Roscoe has accepted an aviation post with the Government of Jordan. Bascom Lockett, who was Deputy Director of the Aviation Safety Office, also retired this month after 26 years with FAA and its predecessor. He will go to work in private industry.

NOISE REDUCTION EFFORTS PRAISED

Secretary Adams has commended Delta and United Airlines for pace-setting efforts designed to bring their older jets in compliance with FAA noise standards. Delta has ordered noise-reduction kits for its fleet of 44 DC-9s and will be the first carrier to retrofit twin-engine aircraft. United has purchased new, quiet-technology engines for 30 of its DC-8s--another industry first. The Secretary said he expects similar announcements from other airlines in the near future.

ICAO JOB OPEN

The International Civil Aviation Organization is seeking applications for a two-year assignment in Dakar. The job is identified as PC-9/79 Manpower and Training Officer, P-4. The gross pay is \$29,940 and the net (free of tax) is \$20,209 without dependents and \$21,756 with dependents. A command of English and French is essential and a good working

knowledge of Spanish is desirable. Applications are due in API-19 by May 4. Information on salary, duties, qualifications, benefits, allowances, grants and restoration rights is available from servicing personnel offices. Additional information on ICAO assignments is in Agency Order 3330.6B, Chapter 7.

HOT LINE (From page 1)

However, the Secretary emphasized that the hot line should not be used for grievances, EEO complaints, labor problems and other personnel matters unless allegations of fraud or mismanagement are involved. Washington employees may call 755-1855 and field employees, 800-424-9071. Reports may be filed anonymously and their confidentiality will be protected.

EXECUTIVE CANDIDATES SOUGHT

The agency is now accepting applications for its Executive Development Program. The program is open to DOT managers at the GS-15 level and GS-14s with managerial potential who are nominated by their supervisors. The Executive Development Program offers unique opportunities for career growth through an individualized 3-year training and development program, which includes assignments at Washington and Regional headquarters, the two FAA Centers and other DOT modal administrations. In fact, the program has been revised to include more emphasis on assignments in other parts of DOT and additional training in the administration of public programs. Eligible persons should contact their personnel offices for more details. The deadline for submitting applications is May 18.

NEW NEIGHBORS COMING

That gaping hole in the ground between 4th and 6th Streets, S.W., and C Street and the railroad tracks is the start of a massive building complex that eventually will provide 700,000 square feet of office space and house a Holiday Inn. The first phase of the project, which is scheduled for completion by the end of 1980, will include the 525-room motel, 300,000 square feet of office space and 15,000 square feet of retail store space. The second phase would add another 400,000 square feet of office space. The builder and developer is the Donohoe Construction Company, Inc., of Washington, D.C.

SOFTBALL TIME HERE AGAIN

Time to clean up the old spikes and glove for the '79 softball season. The FAA men's softball team has started practicing and needs players. Season starts the week of April 30th. All interested players contact Manager Russ Williams, x68250.

STAR TREK

This week's free sky lecture at the National Air and Space Museum is entitled "Megalopolises of Space." UCLA Astronomy Professor George Abell will explain the structure of the universe--i.e., the billions of galaxies are arranged into clusters and these clusters now are known to be part of an even greater system called superclusters. Professor Abell will try to answer such questions as: Is there an end to this hierarchy? And how does this hierarchy affect our understanding of the origin and evolution of the universe? The Wednesday, April 18, lecture will begin at 8 p.m. in the Albert Einstein Spacearium.

KEY PERSONNEL SLOTS FILLED

Mary J. (Jan) Marshall has been named Chief of the Personnel Staffing and Benefits Branch, and Walter (Wally) B. Hobart, Jr., will be Chief of the Compensation Branch in the Personnel Programs Division. Jan came to FAA in early 1974. She was Chief of the EEO Staff for 2½ years and most recently has been serving in an acting capacity in her new position. She entered the Government as a management intern and spent some 8 years with the Federal Highway Administration and the National Highway Traffic Safety Administration. She is a graduate of the University of Texas.

Wally Hobart has 13 years with the Federal Government, having started as a team leader in Professional Recruiting and Classification in the Navy. Later, he was a classification specialist and then an Assistant Placement and Classification Officer at the Library of Congress. He came to FAA in 1974 as a team leader in the Compensation Branch of the Office of Personnel and Training. He will be returning to the Compensation Branch as Chief, following approximately two years with the APT's Executive Personnel Staff. He is a graduate of St. Vincent College, Latrobe, Pa.



FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

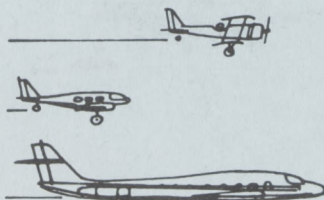
79-18 April 30, 1979

NEW SAFETY FORMS TO BE READY BY JULY 1

By July 1, the agency will send all pilots new safety reporting forms which drop the existing blanket immunity provisions. The new forms, along with an advisory circular that explains the changes, are being developed in cooperation with NASA, which runs the reporting system for FAA. Although the modifications to the program become effective on April 30, as originally scheduled, FAA and NASA have agreed that the immunity provisions should be continued until the new forms are available. The new forms will assure persons wishing to file a report with NASA that it will be kept confidential. However, the promise of blanket immunity will be dropped. Administrator Langhorne Bond announced last month his decision to cancel the blanket immunity provision because of systematic abuse by airmen who have used it to avoid FAA enforcement or disciplinary action for serious violations of safety rules and regulations.

NEW AIRPORT/AIRWAY BILL SENT TO CONGRESS

Secretary Adams has sent proposed legislation to the Congress that would provide \$6.6 billion for development and improvement of the nation's airport and airway system for the five years beginning with FY 1981. Under the DOT bill, a total of \$4 billion would be authorized for airport grants over the five years, starting with \$700 million in FY 1981 and climbing to \$900 million in FY 1985. Money for facilities and equipment would rise from \$350 million to \$490 million during the same period for a five-year total of \$2.1 billion. FAA's research, engineering and development program would get a total of \$500 million meanwhile, or an average of \$100 million a year. The proposed legislation also would permit funds to be transferred from the Aviation Trust Fund to pay a larger share of the costs of running the airway system. Some \$8 billion in Trust Fund monies would be used for this purpose over the five years with the \$1.9 billion projected for FY 1985 representing about 60 percent of the airway system's total cost. In all, \$14.6 billion would be drawn from the Trust Fund over the five years, reducing (See page 3)



FAAers HANG TOUGH

While many Harrisburg residents were heading for the hills because of the accident at the Three Mile Island nuclear plant, FAAers remained on the job and continued to provide the essential aviation services needed to deal with the crisis. Bert Coval, chief of the FAA tower at Harrisburg's Capital City Airport reports that 99 percent of all FAA employee work hours were maintained during the crisis period, with employees using off-duty hours for the most part to oversee evacuation of their own families. In addition to handling routine operational duties, controllers, flight service specialists and technicians in the Harrisburg area also worked with a team from Eastern Region headquarters to develop a standby plan in the event a general evacuation was necessary. Coval, who also serves as the Local Coordinator for the Harrisburg area, termed the performance of everyone involved "outstanding."

COMMENTS SOUGHT

Administrator Bond last week asked for public comment on a report from nearly 260 independent aviation experts who have recommended a future course of action for the agency's engineering and development program. The group's two-volume report contains major recommendations on such subjects as air traffic control automation, weather services for pilots and airport capacity. Bond had solicited the group's views last year as part of an agency effort to involve the aviation community in planning the airport and airway system of the future. He said the agency now wants comments on the report, especially from those who did not have a chance to parti-

cipate in its preparation. Entitled "New Engineering-and Development Initiatives--Policy and Technology Choices," the report represents the consensus of experts from 60 aviation organizations, including pilots, air traffic controllers, airport operators, aircraft owners and equipment manufacturers. Copies are available from the Office of Systems Engineering Management, (AEM-1).

TIPS FOR TOWERS

FAA has awarded a \$879,276 contract to the Lockheed Electronics Company of Plainfield, N.J., for an automated system that will electronically display flight data for tower radar controllers. Known as the Terminal Information Processing System (TIPS), the system is intended to replace the paper flight progress strips that have been used in air traffic control work since the 1930s. A similar system--called the Electronic Tabular Display System--currently is under development for the enroute centers. Both systems will provide controllers with sophisticated new electronic displays that will present vital flight data on aircraft that come under their control. The contract calls for production of two TIPS units with one going to NAFEC and the other to an operational airport. Deliveries are set for the spring and summer of 1980.



LEGISLATION (From page 1)

the unobligated balance or surplus from \$3.3 billion in FY 1981 to \$2 billion in FY 1985. DOT/FAA plans to reduce the surplus to zero by FY 1990, although details have not yet been worked out. Other provisions of the DOT bill are:

- * Increased emphasis on development of satellite airports to relieve congestion and reduce the mix of big and small aircraft at major hub airports.

- * Authorization for airport grants to be used for soundproofing schools, hospitals and public health facilities near airports.

- * Increase the costs recovered from the general aviation sector by revising the tax on aviation fuel and imposing a new excise tax on the sale of new aircraft and avionics.

The proposed legislation is intended to replace the present Airport and Airway Development Act, which expires September 30, 1980.

DIRECTIVE ON HELICOPTER ISSUED

Reacting swiftly to the crash of a New York Airways helicopter at Newark on April 19, the New England Region issued an airworthiness directive to all operators of Sikorsky S61 helicopters. The AD requires immediate inspection of tail rotor blades with "honeycomb" construction and their associated rotor gear-box mounts. Preliminary evidence gathered by the National Transportation Safety Board indicated that a 35-inch outboard section of one of the tail rotor blades separated in flight, causing an imbalance in the tail rotor assembly. That, in turn, caused a massive failure in the tail rotor gear box, and the gear box and the rest of the tail rotor assembly broke off before the helicopter could return

to Newark Airport safely. Three passengers were killed and nine others were injured. The AD requires the use of various inspection techniques, including dyes, to spot surface cracks and ultrasonics to locate inside cracks. Of the 104 S61 helicopters worldwide, 42 have rotor blades with the "honeycomb" construction.

TRSA OPERATIONAL AT SAN DIEGO

The Terminal Radar Service Area (TRSA) at San Diego area went into operation on April 19. San Diego's Lindbergh Field is one of 80 locations scheduled for TRSAs as part of the agency's safety enhancement program announced after the midair collision there last September. The San Diego TRSA also is scheduled for upgrading to a terminal control area (TCA) in the fall. In a TRSA, radar vectoring, sequencing and aircraft separation are provided on a full-time basis for all instrument flight rules (IFR) traffic and all participating visual flight rules (VFR) aircraft. In a TCA, these services are mandatory for all IFR and VFR traffic.

AGE 60 REVISITED

A recent INTERCOM item on the Age 60 retirement rule for airline pilots noted that the International Civil Aviation Organization (ICAO) recently adopted this as the international standard for commercial aviation. However, a sharp-eyed reader in Philadelphia named Alfred L. Wolf tells us we have propagated a half truth. He says the ICAO standard applies only to the "pilot in command." We stand corrected.

SUTTON STEPS UP

Dr. S. Scott Sutton, Deputy Director of the Office of Aviation Policy, has been named the Acting Director of that office. He fills the vacancy left by Duane W. Freer, who accepted a position as Chief of the Air Navigation Bureau with the International Civil Aviation Organization (ICAO) in Montreal. Sutton joined the agency in 1971 as Chief of the Economic Analysis Division in the Office of Aviation Economics.

CONFLICT ALERT 'GO' AT DCA

Washington National went operational last week with conflict alert. This is the third of nine dual-radar ARTS III sites to go on line with this add on safety feature, which warns controllers of potential collisions in the terminal area. The other sites are Miami and Jacksonville. All of the 50 plus single radar sites, including Dulles Airport, already have the conflict alert system in use.

PEOPLE CLOG MAIL CHUTES

Mail chutes don't clog themselves; they are clogged by people who misuse them. But that doesn't mean that people should try to free the jam themselves. Employees in FAA headquarters who spot a jammed chute are asked to call the mail room on Ext. 68180 and report the problem. They're also asked not to stuff oversized envelopes into the chute. Any envelope that has to be folded to fit through the slot is going to unfold once inside and block the flow of mail. Large envelopes should be taken directly to the mail room or dropped in the mail box on the first floor.

SAFETY CLASSES OPEN

Registration for the University of Southern California's safety courses leading to a Master of Science in Safety degree is currently being held. Federal employees interested in the safety discipline may take these courses under the Federal Employees Training Act or under VA benefits. The three courses currently being offered are: 1) INVESTIGATION OF ACCIDENTS, 2) MANAGEMENT OF ACCIDENT PREVENTION PROGRAMS and 3) EXPERIMENTAL DESIGN AND SAFETY RESEARCH. Persons make take these courses for professional enhancement, future job requirements or job-related duties. All classes are held in the Forrestal Building, at 1000 Independence Avenue, S.W., next to FOB-10A. For further information or a complete registration kit, call 521-5025. Classes begin May 29th, and are held two nights a week, either Monday and Wednesday or Tuesday and Thursday, 5:30 - 8:30 p.m.

TO FRIENDS--FROM LISA

Lisa Sanchez of the Training Programs Division of the Office of Personnel and Training who has been plagued by a major illness for the last several years has written to thank her friends for their support: "Just wanted to take a few minutes to say "thank you from the bottom of my heart" for all your kindness and generosity to me. It seems as though it's a never ending process; your giving and my receiving but I cannot possibly express my full gratitude to each of you. God has blessed me in many ways and with many friends as each of you are. Thank you for loving me as you must and for expressing your love and concern."

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-21

May 21, 1979

PUBLIC COMMENT HEEDED

The 43,000 public comments on FAA's proposed rule to expand the positive control area and establish additional terminal control areas have not fallen on deaf ears. In a letter to the Chairman of the House Public Works and Transportation Committee, Administrator Bond noted that the proposal has sparked a "thoughtful and useful discussion of positive control airspace" with innumerable good suggestions from all segments of the aviation community. Regarding the current status of the proposal, Bond said: "We are analyzing all of the comments, and it is my impression that we will most likely change our proposals, particularly as they relate to the concept of positive control and controlled visual flight. As to terminal control areas. . . we are likewise not locked in. We are honestly evaluating through the public participatory process the need for a terminal control area at any particular site. If the need is established, we are encouraging the utmost user participation in defining the shape of the terminal control area with a view towards minimizing disruptions within the aviation community." The Bond letter was prompted by the committee's action in approving a order to pending noise legislation that would prohibit FAA from implementing its proposed rule.

NEW AIR TRAFFIC STAFFING STANDARDS

The agency has adopted new standards for determining air traffic control staffing requirements. The standards are based on a year-long study by an agencywide task force that surveyed representative centers and towers and collected extensive data on ATC activity at operating positions. The new standards replace those developed in the early 1970s and reflect the cumulative effects of automation and other system improvements that have increased controller productivity. Also new work-load measurement techniques show that there has been an overall reduction in the amount of time an aircraft spends in an air traffic sector. One result of these changes in controller productivity and work load is to eliminate the need for four-controller sectors in the en route centers. Another result is a reduction in the requirements for assistant flight data controllers. Instead of one for every two sectors, the new staffing level would be one for three. The agency believes this staffing level will be sufficient until full automation of the flight data function is achieved. Also affected by the new standards is the method of determining shift staffing for radar sectors in both the centers (See page 2)

STAFFING (From page 1)

and towers with the present peak-hour procedure replaced by a more flexible system. Implementation of the new standards at the Washington headquarters level will begin with the FY 1981 budget request and be followed by nationwide implementation in FY 1982. Even though the agency has included estimated adjustments for productivity savings in previous budget submissions, the FY 1980 staffing envisioned by the new standards is still greater than the current on-board ATC workforce.

EARTS SHIPPED TO SAN JUAN

The last of three En Route Automated Radar Terminal Systems (EARTS) designed for use in en route centers outside the 48 states was shipped from the Texas Instruments plant in Fort Worth on May 9 to the San Juan Center. The equipment was trucked to Chicago and then loaded on an aircraft for the trip to Puerto Rico. EARTS, which provides controllers with direct radar readout of aircraft identity and altitude, is scheduled to go through a system site test at the San Juan Center this August and go operational about September 1980. The first two EARTS have been installed at the Anchorage and Honolulu Centers. The Anchorage system is scheduled to go operational early in 1980 and the Honolulu system by June 1980.

ICAO JOB OPEN

The International Civil Aviation Organization (ICAO) is seeking applicants for a two-year assignment in Montreal. The job is identified as PC-11/79, Chief, Projects Implementation Section - Europe and Middle East, P-5. The gross pay is \$38,190 and the net (free of tax) is \$24,298 without dependents and \$26,299 with dependents. Applications are due in API-19 by May 31.

PATCO APPEAL REJECTED

The Supreme Court last week refused to hear an appeal by PATCO on an issue stemming from work slowdowns by controllers at some east coast facilities last year. Shortly after the May 25-26 and June 6-7 slowdowns, the Air Transport Association took PATCO to court alleging that the controllers' actions violated a 1970 injunction against slowdowns or other job actions that would disrupt air traffic. The judge agreed and slapped PATCO with a \$100,000 fine. In its appeal to the Supreme Court, PATCO argued that the 1970 injunction was no longer in effect.

NOMINATIONS FOR EEO AWARDS DUE

The Office of Civil Rights is looking for nominations for the annual Administrator's Equal Employment Opportunity Awards. This year's program is emphasizing the Federal Women's Program. In fact, the awards will be presented in Washington on Monday, August 27, the day after Women's Equality Day. Names and justifications for all nominees should be sent to ACR-3 in Washington by June 30.

BOND SPEAKS OUT IN FAA WORLD

Administrator Bond fields some tough questions in the May issue of FAA World, and you'll want to read what he has to say about the impact of retirements on FAA management, reorganization of Washington headquarters and the regions, the capability of the ATC system to accommodate growth, his own personal career plans and his priorities for the agency in the years ahead. Also in the May issue are articles about frangible approach light towers, ARTS II at Toledo and a career orientation program for young native Alaskans. Other features include a map of AF Sector office Direct Line, Faces and Places, and Small World.

AVIATION FATALITIES DOWN

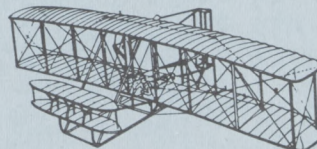
The number of people killed in air accidents dropped 16 percent last year, but total transportation deaths climbed to 55,083, up almost 2,000 from the 1977 figure. Highway deaths accounted for most of the increase. Air-carrier fatalities dropped from 654 in 1977 to 161 in 1978, with most occurring in the San Diego midair collision. General aviation fatalities rose slightly from 1,395 to 1,548. Highway deaths topped 50,000 for the first time in five years. The 50,145 total was up nearly five percent over 1977. Deaths in pipeline transportation dropped from 43 to 33 and railroad accidents from 644 to 632. Marine transportation accounted for 1,500 fatalities--down two percent, with 1,321 occurring in recreational boating.

UNION-MANAGEMENT MEET

Administrator Bond and other top FAA officials held the first of series of planned meetings with representatives of the Federal Aviation Science and Technological Association (FASTA) on May 11. The union is the exclusive representative of some 8,000 Airway Facility employees. Subjects discussed at the Washington meeting included training, flexitime, system modernization, classification, general working conditions, and communications between supervisors and managers on one hand and employees and union representatives on the other. Regional officials attending the meeting were: William Gjika, ANE; Hans Willemse, AWE; Don Messer, AWE; Tom Tomchik, AEA; Dony Donato, AEA; Dewey Redmond, ASO; Ed McDonald, ANW; Jack Hall, AGL; Leroy Miracle, AGL; Robert Bobocki, ACE; and Leon Jablonski, ASW.

PILOT "SCARED TO DEATH"

Kansas City International Airport controllers Phillip Withrow and Lawrence J. Sasatzki did their best to stay in contact with the lost and disoriented pilot. But for an hour and forty-six minutes, communications were hampered by distance, altitude and the anxiety of the pilot. The non-instrument-rated pilot told the KCI controllers that he "could not see a thing," because ceilings at the time were 300 to 600 feet and visibility was less than a mile with light snow and fog. First, the controllers tried unsuccessfully to home an Air Force plane in on the lost plane. In the marginal visibility, the Air Force pilot was unable to make contact. At this point, the pilot lost control of his aircraft. Controllers told him to level his wings and let go of the controls. In this way, the controllers coaxed the plane toward an airport even while the pilot radioed that he was "scared to death." Finally, with apparent relief in his voice, the pilot reported that he had the ground in sight. After controllers headed him in the right direction, he landed safely. During the month of April, 213 flight assists were reported--64 by flight service stations, 104 by towers and 45 by centers. Some 413 people were reported on board the aircraft involved.



ADMINISTRATOR'S AWARD PRESENTED

The Administrator's Award for distinguished career service was presented to James V. Flanagan on May 4 by the Director of Air Traffic Service, Richard L. Failor. Flanagan, who began his FAA career in 1947 at the Detroit Willow Run Tower, retired recently as Chief of the Terminal Branch, ATC System Programs Division. He was cited for his exceptional managerial and technical qualification in such areas as the Atlanta Terminal Area Position Separation Program, terminal planning program, and validation of F&E budget items.

AUTHOR SEEKING BOOK

Sometime during the week of May 7, a copy of WRITING WITH PRECISION by Jefferson D. Bates disappeared from Conference Room 9A&B, where Bates had been leading a seminar in Effective Administrative Writing. The book is far more valuable to the author than it could possibly be to anyone else, since it contains a year's worth of changes, corrections and additions for the revised edition. If anyone has found this book, clearly marked "author's annotated copy," Bates will exchange it for a brand new copy of the book with no questions asked. The exchange may be made through Joe Proctor in the Training Office, or the finder may call Bates at 273-2934 (home) or 243-4597 (office).

JOINT MEETING PLANNED

All employees are invited to a joint meeting of the Toastmistresses and Toastmasters to be held in room 5 A&B, 12 noon to 1 p.m. on May 30.

 FAA INTERCOM is published weekly for employees of the DOT/FAA by the Office of Public Affairs... Editor, Ted Maher...Production Assistant, Josie Clark...APA-300 ...Room 908C...x68521.

UPWARD MOBILITY PROGRAM SET

The Personnel Management Operations Division, APT-100, has begun the placement process for the 25 people on the Upward Mobility Program register. Office and Service Directors have been advised to review existing vacancies to determine their suitability for program participants. Each position identified should have promotion potential to the GS-9 level or above. In addition to positions provided by headquarters organizations at this time, the Classification Branch, APT-160, will review all future requests for recruitment to identify positions which will be restructured for Upward Mobility trainees. Periodically APT-100 will present program status reports to the FAA Civil Rights Board. Candidates on the Upward Mobility Program register are headquarters employees, and placement of these employees will not cause any headquarters staffing increase. Only Offices and Services which have been released from the freeze can fill Upward Mobility positions, but any organization losing an employee to the Upward Mobility Program will be permitted to replace him/her. Cathy Bracy, Training and Career Development Branch, APT-130, is the FAA headquarters Upward Mobility Program Coordinator. Her extension is 63320.

NEW CARRIERS AT DCA

As a result of airline deregulation, a number of new carriers are beginning operations at Washington National Airport. Air Florida, the first new airline to use the airport since 1966, began daily flights to Miami in April. Other airlines beginning operations in the near future are: Altair Airlines, Empire, New Haven, North Central and Western and the all-cargo carrier, Federal Express.

FAA INTERCOM

HEADQUARTERS

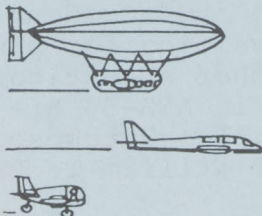
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-24

June 11, 1979

SMALLER PAY RAISES PROPOSED

President Carter has sent a proposed Federal workers' pay revision package to the Congress that he says would save taxpayers an estimated \$3 billion a year. If enacted into law, the proposal dubbed "total compensation comparability," would count civil service pensions and other fringe benefits when figuring Federal workers' pay comparability with the private sector. This, in effect, would hold down future pay raises for 1.4 million, general-schedule workers. In addition, the bill would count state and local government pay scales in the formula for setting white-collar Federal pay. Since these pay rates are lower than the Federal scale, this also would have the effect of further restraining future white-collar Federal pay raises. Another part of the proposed package would hold down pay raises for half a million blue-collar workers until their pay levels equal locally prevailing rates.



DC-10 TYPE CERTIFICATE SUSPENDED: STUDY UNDERWAY

The scene was a packed news conference in FAA Washington headquarters. The speaker: FAA Administrator Langhorne Bond. The subject: the suspension of the DC-10's type certificate. Here are a few pertinent quotes from that June 6 news conference:

- "Late last night, I learned that the 100-hour inspections I had earlier ordered for DC-10s had turned up cracks in the aft pylon bulkhead area of two planes out in San Francisco. Less than a week earlier, the planes had been found free of cracks.... And we had another problem. Our team reviewing the design of the pylon has turned up a possible design problem in the aft rear bulkhead. Based on this new information, I put the fleet on the ground.... My primary concern is safety, and I don't see how I could have taken any other course."
- "The consequences of this decision are very grave. It will affect some carriers very strongly, affect the manufacturer, and it will affect the American traveling public. It is a very weighty and significant and costly decision, and I did not come by it lightly. But there was no doubt in my mind last night that there was any alternative to taking it." (See page 2)

DC-10 (from page 1)

- "The FAA has withdrawn the type certificate for the aircraft... Our decision is open-ended. It is indefinite as to time, and it will remain in force until the problem is found, analyzed and cured. So there is no way that I can estimate how long these aircraft will be out of service."
- "We will now gather lawyers and investigators. We will go out and investigate...We will do an in-depth analysis of the procedures that American Airlines and also that McDonnell Douglas has used."
- (In response to a question as to whether FAA should have grounded the DC-10 sooner) "If I had all the information in hand that we have now, based on almost two weeks of investigation, we would not have done it the same way. But what we have turned up in our investigation, as each day went by, was more information, and we have acted as best we could on what was in hand. So, I think that the FAA's response has been correct based on the information that was available to us, and I don't know what else to act on."
- (To a question about overhauling the aircraft certification program) "Nothing is exempt from the sweep of the investigation...All of the things that I have touched on, plus the longer range questions of the FAA's maintenance surveillance and certification procedures, will also be under consideration. But our focus right at the moment is on the problem at hand."
- (To a question about FAA's review of other widebodies) "The procedure that I announced earlier as to engine pylon attachments for other wide-bodies is going forward as we had arranged...And that will undoubtedly soon come out, possibly as early as the end of this week or early next week, and that will be promptly implemented."

THE "GO TEAM" IS GONE

Peter Chesney of Flight Standard Service was planning to take a week off and go sailing until late Friday afternoon of the Memorial Day weekend. Then the FAA Accident Investigation "Go Team coordinators's plans were changed drastically. American Airlines Flight 191 had crashed on takeoff from Chicago's O'Hare Airport. While Chesney rushed home to pack, the Flight Standards' Accident Investigation staff (AFS-50) was coordinating with the National Transportation Safety Board and arranging for an FAA aircraft to fly Chesney and the Board's "Go Team" to the accident site. An agency plane and crew are held constantly on a two-hour readiness at Washington National Airport's Hangar Six for just such emergencies. Chesney was the only FAA "Go Team" member making the trip since only the team coordinator is constantly on standby under the FAA system. He responds to major air carrier accidents. His mission is to coordinate FAA's contribution to the NTSB investigation. With him are appropriate experts picked from a select roster for the specific accident. These experts, who must have graduated from the Aircraft Accident Investigation courses at the Transportation Safety Institute in Oklahoma City, sometimes are brought from Washington, but more often are supplied by field facilities. In the case of the Chicago crash, the investigative team members were from the Great Lakes Region. They were lined up while Chesney was en route to the accident, and they were waiting for him when he landed. Other investigation coordinators in AFS-50 are John Rawson, Charles Hutcheson and staff chief William T. Brennan.

LIGHT AIRCRAFT SAFETY STUDIED

The National Transportation Safety Board study of more than 17,000 general aviation accidents has pointed up the need for additional research to resolve some vital safety questions. For instance, the study determined that Cessna aircraft had a mean (average) fatal accident rate that was "significantly lower" than the rates of aircraft built by five other manufacturers. From this, NTSB did not conclude that Cessna builds safer planes. Rather the Board said it would be desirable to learn what unique factors or characteristics associated with the Cessna aircraft, their pilot population or the operation and usage of the aircraft contribute to the lower accident rate. By the same token, certain aircraft suffered a disproportionate number of structural failures. Again the Board did not consider these planes less safe but raised the question of what pilot factors may have contributed to operating the plane beyond its capabilities. Without this kind of information, NTSB said the study provides clues but no comprehensive answers to accident causes. The special study, "Single-Engine, Fixed-Wing General Aviation Accidents, 1972-1976," may be obtained without charge by writing to the Publications Branch, National Transportation Safety Board, Washington, D.C. 20594.

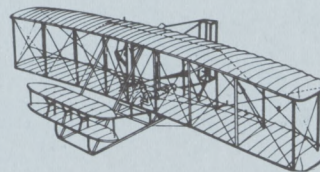
MELUGIN & PECK O.K. AFTER ACCIDENT

C. R. Melugin, Jr., Director of the Central Region, was slightly injured recently when the helicopter he was in self-destructed on the ground. Pilot William Peck, Operations Unit Chief of the Kansas City GADO was warming up the Hughes 269A helicopter when the aircraft began to vibrate violently. The weather was clear

and there was no known turbulence in the area at the time of the accident. Both Peck and Melugin were taken to the hospital, but Melugin was released after an examination and was back at work the next day. Peck was hospitalized for several days with severe bruises.

HANDICAPPED HELPED

The Department of Transportation has issued a final regulation requiring that airports and other transportation facilities be made accessible to handicapped persons. Under the regulation, all Federally aided air carrier airports must provide facilities, such as passageways, water fountains and telephones for handicapped people. Additional improvements include ramps, lifts, rest rooms, teletypewriters (for the deaf) and other devices designed for travelers with physical impairments. Although in some cases, airport aid funds will be available for this purpose, airports usually will have to pay for the improvements themselves. - Many of the improvements will be required over a period of 18 months to three years. Additional time will be allowed in cases where major structural changes must be made.



THE MOVE IS ON

The move of the Coast Guard and FAA Systems Research and Development Service is scheduled to begin June 14. At that time some 2,300 Coast Guard personnel will begin moving from the Nassif Building to Trans Point. In the middle of July, SRDS employees will start leaving Trans Point for their new home on the E Street side of the seventh floor of the Nassif building. According to the current schedule, it will take until September 30 to move all 245 SRDS employees involved in the switch. The bulk of the Coast Guard move will be carried out the last week of August and the first two weeks of September.

"TO FLY" COMING BACK

National Air and Space Museum is bringing back a limited number of daily showings of its first feature film, "To Fly." Beginning June 5, "To Fly" will be shown daily at 10:55 a.m., 2:55 p.m. and 6:55 p.m. through Labor Day. The Museum's second film, "Living Planet," will remain the theater's primary attraction. Shown every 40 minutes beginning at 10:15 a.m. and ending at 8:15 p.m. (exclusive of the above three showings of "To Fly"), "Living Planet" uses air and space flight to give its audience a different perspective of the planet Earth.

MAY RETIREES

Sixteen headquarters employees retired in May. They are, by office/service: APT: Rosa Brannum, Elisa Sanchez and Herbert Marshall; DCA: Everett Lindley, Harley Swift and Isaac Aboud; AFS: Joseph Ferrarrese and Andrew Prokop; ALG: Gerald Connors and Thomas Burns; AMS: Dena Fuhrmann and Robert (Bud) Snyder; IAD: William Hisermann; ATF: Anita Scott; AVP: Hugh May; AEU: Eugene Van Gundy.

LUNAR LANDING REMEMBERED

The National Air and Space Museum will mark the 10th anniversary of man's first landing on the moon with a free public ceremony and special exhibits. The ceremony, which is co-sponsored by the National Aeronautics and Space Administration (NASA), will be held July 20 at 11 a.m. on the Mall side of the Museum. Participants will include the Apollo 11 astronauts, representatives from the Smithsonian Institution and NASA and other dignitaries. From July 16-24, the Museum will replay actual coverage day by day of the Apollo 11 mission on special TV sets located around the Museum.



FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-26

June 25, 1979

FLIGHT SERVICE STATION MODERNIZATION PROGRESSES

The clattering Service A teletype-writers which have come to be almost a symbol of flight service stations are on their way out at 150 of the busiest FSSs. They are to be replaced by cathode ray tube displays and keyboards which are part of a computer-based communications system being leased by the agency from the Western Union Telegraph Company. Although the contract for the new telecommunications system was signed only this month, six of the complete, turn-key systems are expected to be installed by the end of August. After that, the delivery rate will be at least ten systems per month. The equipment will be used until 1981-82 when the FSS full modernization program is implemented. At the heart of the new system is a small computer which stores data from and is constantly updated by the FAA Weather Message Switching Center computers in Kansas City. If information desired by a specialist is not in the local data base at an FSS, the system automatically obtains it from the Kansas City computers. At each facility there also will be high speed printers which will make a permanent record of all data received and will supply hard copies of weather and NOTAM information needed by specialists.

FLEXITIME ORDER SIGNED

The order authorizing flexitime programs and allowing employees to select the starting and quitting time of their basic workday, under appropriate management restraints, has been signed by F. E. Whitfield, Director of Personnel and Training. According to the order, which is currently being distributed, FAA's policy is to permit the establishment of flexitime tours primarily for employees on non-rotational tours when such tours do not conflict with negotiated union agreements and when such tours are approved by regional or center directors or, in the Washington, D.C. area, by the Associate Administrator for Administration. Under flexitime, which has already been endorsed by the Department of Transportation, the basic workday is split into "core time" and "flexitime." During that portion of the day designated by management as core time, all employees must be present for work. During the flexitime portion, employees may choose the times of arrival and departure from the office. Workweeks of less than five days are not permitted. Also employees may not have a different work schedule from one day to the next. However, changes may be made every two weeks.

NEW RADAR IS "GO"

The first of a new generation of long-range air traffic control radars was put into operation at Arlington, Iowa, by the agency on June 25. The new air route surveillance radar (ARSR-3) incorporates many advanced design features that improve detection of both large and small aircraft as well as reduce false radar returns. The ARSR-3 has a range of 200 nautical miles and can detect aircraft up to 61,000 feet. The Arlington installation will replace an older long-range radar at West Branch, Iowa, and feed data to both the Chicago and Minneapolis en route centers. FAA has purchased 27 ARSR-3s from the Westinghouse Electric Company of Baltimore, Md. Twenty-two of these will be installed in high density air traffic areas, one will be used for training and four will be mobile units. The schedule calls for commissioning approximately one ARSR-3 a month over the next two years.

ICAO JOBS OPEN

The International Civil Aviation Organization has two, two-year jobs open for technical officers in the communications field. The openings are at Montreal and Bangkok. Gross salaries are \$29,940 and the net (free of tax) is \$20,209 without dependents and \$21,756 with dependents. Applications for these positions are due in API-19 by July 6, 1979. Information concerning duties, salaries, qualifications, benefits and applications is available at personnel offices.

HYGROTHERMOMETERS SHIPPED

The first of 145 Remote Readout Hygrothermometers (RRH) are being shipped to field facilities from the FAA depot in Oklahoma City. The RRH, which will be used in flight service stations and airport air traffic control towers, provides a digital readout in the station or tower cab of temperature and relative humidity out on the field. Relative humidity is used to compute density altitude which is important to determine runway length requirements and a plane's allowable maximum load. Density altitude also, under some circumstances, indicates the existence of icing conditions. The RRHs were made by Airflo Instrument, Inc., Glastonbury, Conn. and Technical Services Laboratories of Fort Walton Beach, Fla.

PILOT BLAMED FOR CRASH

The December 28, 1978, fatal crash of a United Airlines DC-8 at Portland, Oregon, was caused by the captain's failure to monitor his fuel supply, the National Transportation Safety Board has decided. The plane was carrying 181 passengers and a crew of eight when it crashed on landing six miles from the Portland Airport, killing 10 persons. NTSB said that the failure of the two flight crewmembers to appreciate the seriousness of the fuel situation and successfully communicate with the captain contributed to the crash. According to the NTSB report, the captain's inattention to the fuel situation resulted from preoccupation with a landing gear malfunction and preparations for a possible landing emergency. Copies of the complete report are available from the Publications Branch, National Transportation Safety Board, Washington, D.C. 20594.

BOND TESTIFIES ON DC-10

Congressional interest in the DC-10 continues at a high level and Administrator Bond already has made three appearances on Capitol Hill to explain FAA certification and inspection practices. Here are some excerpts from the Administrator's most recent testimony:

- "I believe it would be helpful if I provided some information which reflects our continuing concern for strengthening our aircraft certification rules. In December 1974, we held a 10-day conference..... At this conference, approximately 750 proposed changes to aircraft certification and related rules were reviewed and discussed..... Since that time, over 500 rule changes have been adopted by the FAA with more changes to be adopted in the future. At present, we are in the process of developing a new Federal Aviation Regulation Part 24, designed for commuter aircraft."

- "I would like to further assure this committee that, in addition to our ongoing efforts to keep the certification standards current with technological change, I will undertake a reexamination of the structure of the certification process to ensure the FAA is participating in every critical phase of the process. I will also assure the committee that because of reorganizational steps within the FAA, which I initiated prior to the accident, there will be a far better coordination within the FAA among the engineering, manufacturing and maintenance disciplines. Further, we are in the process of implementing a 'lead region' concept that will have the effect of greater standardization and concentration of expertise in the certification of aircraft."

- "The U.S. aviation safety record, I believe, clearly demonstrates that the aviation community works long and hard to prevent accidents from happening. But it is also clear that Airworthiness Directives are seldom newsworthy; that only an occasional rulemaking activity meets the public eye; that most are unaware of our maintenance personnel who, at all hours of the day and in all weather conditions, are calibrating or repairing navigational equipment in remote areas throughout the country; that few people, other than pilots, know of our safety clinics which are held continuously; and that our ongoing R&D programs to improve safety are rarely in the public spotlight. And the list of continuous safety activities carried out in relative obscurity by the FAA goes on and on. I think it's important for the American public to recognize that, the mere fact that our day to day efforts to promote aviation safety may not be well known or publicized, does not mean that we do not do all we can to protect the public welfare by preventing accidents from happening."



BOOK RECALLS MOON LANDING

To commemorate the tenth anniversary of the first landing on the moon, the National Air and Space museum has published, "Apollo: Ten Years Since Tranquillity Base." The book contains a series of essays that examine the political and social climate leading up to that event as well as the technological and scientific implications that resulted from it. Topics range from artists' views of the Apollo program to an in-depth look at the vehicles and equipment that made it possible. It will be available on July 20, the anniversary date of the first landing. The book will sell for \$17.50 in hardback and \$6.95 in paper.



MURPHY TO RETIRE

James T. Murphy, Director of the Metropolitan Washington Airports, has announced his retirement effective at the end of June. Murphy joined the agency in January 1962 as director of Compliance and Security in Washington. He was Deputy Director of the Bureau of National Capital Airports before being appointed to his current job. A World War II Air Corps veteran, he served with the FBI for 10 years and briefly with the Department of Labor before joining the agency.

AED EMPLOYEES MAY RETIRE EARLY

Engineering and Development Headquarters personnel meeting certain criteria may voluntarily retire earlier than would be possible under normal Civil Service rules because their current reorganization has been designated a "major" reorganization by the Office of Personnel Management. Those AED Headquarters employees who were officially assigned to the organization prior to May 4, 1979, may elect to retire between June 21 and September 30, 1979, if they have 20 years of service and are 50 years old or have 25 years service, regardless of age. For assistance, call APT-140, x68916.

SAVINGS BOND CAMPAIGN A SUCCESS IN HEADQUARTERS

The 1979 U.S. Savings Bond Campaign, which opened May 11 with 69.7% of FAA Headquarters personnel participating in the Payroll Savings Plan, closed successfully June 15 with 79.6% participating. Since the campaign goal was 75%, the agency is well over the mark. The actual number of participants grew from 1,526 employees--when the campaign opened--to 1,742. Total employees in FAA Headquarters: 2,188.) As we go to press, returns are still coming in from the regions. See next week's Intercom for a final, overall FAA report.

HEALTH PROGRAM STARTED

The FAA Washington Medical Clinic, FOB-10A, Room 327, is beginning its summer preventive health program for FAA employees of FOB-10A. A similar but less extensive program was implemented in 1977. Employees who wish a health examination may make an appointment for examination with the medical clinic by calling x63250.