

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-27 July 2, 1979

WIDEBODIES PASSING INSPECTIONS

Moving with dispatch, airline operators of Boeing 747s, L-1011s and A-300s had completed more than 70 percent of FAA-ordered inspections on the engine pylon assemblies of these aircraft by June 27. Of the 212 Boeing 747s, L-1011s and A-300s in the fleet, 151 aircraft had been inspected by that date with no significant problems uncovered. Only seven aircraft were found to have any discrepancies and they were of a minor nature, such as light pitting corrosion. FAA inspectors witnessed two-thirds of the inspections. FAA initiated the inspection on June 11 to discover whether the engine mountings on the 747, L-1011 and A-300 had problems similar to those discovered on the DC-10.

HONORING THE DUKE

If your travel agent books you on a flight to John Wayne Airport, it means you're going to land in Santa Ana, Calif., at what used to be called Orange County Airport. The city fathers last month renamed the airport in honor of the famed film star who lived in nearby Newport Beach. Now city officials are asking FAA to change the present airport identifier to something that reflects the airport's new name. The agency has the matter under advisement.

AGENCY DEVELOPING NEW MERIT PAY SYSTEM

The agency is taking preliminary steps to develop a merit pay system for GS-13, 14 and 15 supervisors and management officials to implement the merit pay provisions of the Civil Service Reform Act of 1978. Currently, supervisors and management officials at all levels are reviewing merit pay issues identified by a task force of managers selected by the Office of Personnel and Training from the field and headquarters. When comments are received in headquarters through regional or center directors, these comments and recommendations will serve as the basis for FAA's merit pay policy. While the concept of merit pay is new to most Federal workers, it is widely known in the private sector. It provides a means for paying the better performing supervisors and management officials more money than they would have received under the old system. Pay increases will be based largely on one's performance appraisal. Merit pay employees will not be evaluated under the current Performance Evaluation Record (PER) system but by a new system that is being developed. Many Federal employees have expressed concern that they somehow will suffer with the implementation of (See page 2)

BOND DEFENDS DUAL ROLE

The May 25 DC-10 accident at Chicago has called into question once again FAA's dual responsibilities as the regulator and promoter of civil aviation. Questioned about this matter at a recent Congressional hearing, Administrator Bond responded with this statement: "There are some who have fostered the idea that there is a conflict between the FAA's safety mandate and its role in promoting aviation. In fact, there is no such conflict because the best way to promote aviation is to promote safety. I can tell you, based upon my two years experience as Administrator, that I have continually operated on the premise that safety is the best promoter of aviation."

THE PROBABLE CAUSE

The probable cause of the fatal crash of the Antilles Air Boats' twin-engine Grumman off St. Thomas Sept. 2, 1978 was, according to the National Transportation Safety Board, "The inability of the aircraft to sustain single-engine flight and the captain's decision to attempt to fly the aircraft in ground effect rather than attempt an open sea emergency landing." Contributing to the fatalities in the accident was Captain Charles Blair's "failure to brief passengers properly on emergency procedures." The Board found that the captain had ample time to instruct his passengers to don the life vests and to make them aware of the locations of emergency exits but he took no action. "The captain again exhibited poor judgment when he did not prepare his passengers for the possibility that the aircraft would strike the water," the Board said. NTSB said that also contributing to the accident were "the company's

inadequate maintenance program, the management influence which resulted in a disregard of Federal Aviation Regulations and the FAA-approved company maintenance policies, inadequate FAA surveillance of the airline, and deficient enforcement procedures."

REFRESHER TRAINING URGED

A nationwide drive to encourage private pilots to sharpen their flying skills by taking refresher training in basic flight techniques will be launched by the agency on July 15. The purpose of the refresher training, which would be similar to the recurrent training required of airline and military pilots, is to reduce the rising rate of accidents among general aviation pilots. There were 740 fatal general aviation accidents in 1978, an 11 percent increase from 1977. FAA will encourage the training by awarding a small pair of wings, along with certificates of completion, to pilots who take the refresher training. To encourage continuing participation in the program, FAA will award a pair of wings with a star to a pilot who repeats the refresher training after 12 months. Wings with a wreath around the star will be awarded to pilots who take the refresher training a third time.

MERIT PAY (From page 1)

merit pay. However, it should be noted that the high achievers will be able to receive significantly higher and faster pay raises than is possible under the current system.

AIR TAXIS GIVEN TIME

The agency will allow 2,000 to 3,000 commuter airline and other air taxi operations to continue to fly for a limited period under the old Part 135 regulations beyond the August 1, 1979, deadline for expiration of that part if they commit themselves to operate under new and stricter regulations by July 1. The required commitment will consist of a formal application plus copies of the operator's manual and training and maintenance programs that are required by the new regulation. The operator will be given a letter authorizing it to continue to operate under the old regulation while the FAA evaluates its operator's manual and training and maintenance programs to determine if they comply with the stricter requirements of the new regulation.

CONTROLLERS SET FLYING RECORD

For the second time in less than three years, two pilot-controllers are going into the Guinness Book of World Records as holders of the most takeoffs and landings at different airports during daylight hours in a single day. Al Yates, a retired air traffic controller, and Bob Phoenix, an air traffic controller at the Fort Worth En Route Center, recaptured the record June 15, with 193 takeoffs and landings. They spent their daylight flying time, 15.1 hours, in touch-and-go landings at airstrips in North Texas and along the Texas-Oklahoma line. They set their first world record in November of 1976 when they landed at 98 different airports in a single day. This record was broken the following year by a California crew that hit 138 airports.

LIST OF REPORTS ISSUED

The agency has published another one of those long lists of scientific and technical reports for those who don't want to waste their time with light summer reading. The 136 reports on the list cover such subjects as aircraft safety, airports, air traffic control, approach and landing systems, aviation medicine, communications, environment, frequency management, wind shear/wake vortices, weather and, of course, miscellaneous. The list is available to FAA employees from APA-300, FAA Washington Headquarters (202/426-8521).

ENGINEER WANTED - URGENT

ICAO is seeking a qualified Airport Electrical Engineer for assignment in Saudi Arabia (Riyadh and Dhahran) and other ICAO Technical Assistance Programs. If interested, send ICAO Personal History Statement application (Form 144-1) to API-19 as soon as possible. Employees accepting assignments to ICAO are entitled to restoration rights. Further information concerning ICAO assignments can be found in Agency Order 3330.6B, Chapter 7. Although the formal notice did not mention it, we pressure there is no gasoline shortage in that part of the world.



AUDITORIUM CONTROL SHIFTED

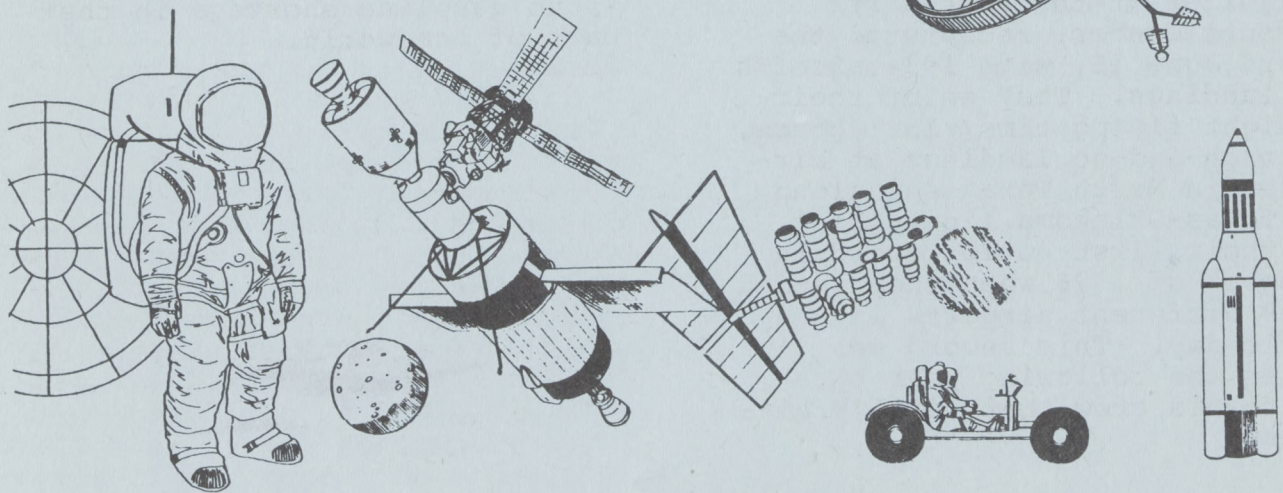
Streamlined procedures for use of FAA's 210-seat auditorium on the 3rd floor are outlined in a forthcoming new order. In the meantime, please be advised that responsibility for control and scheduling of the auditorium recently was transferred to the Office of Public Affairs from Logistics Service. Offices wishing to use the auditorium should now make requests directly to Edison Gore, APA-100, on ext. 68049.

MOON LANDING REPLAYED

Space enthusiasts who wish to relive man's first landing on the moon may do so Friday evening, July 20 at the Air and Space Museum. That night the Museum will stay open until 1:30 a.m. and will show the moon walk in the Space, Milestones of Flight and Apollo to the Moon Halls as it was televised ten years ago. Parking in the Museum basement will be free after 9 p.m. and the regular movies: Living Planets and To Fly will be shown free in the Museum theater. Also, a special film--The Eagle Has Landed will be shown.

DISTINGUISHED GRADUATE

For achieving a near perfect score in the Supervisory Initial Course at the Management Training School in Lawton, Oklahoma, Frederick Beigel, Office of Management Systems, recently was presented with a special certificate by his office director. Since the first edition of the revised Supervisory Initial Course at MTS in October 1978, the participant in each class with the highest score above 95% has been awarded a special certificate from the school. The Supervisory Initial is the only course with this provision. Thus far, each class has had a distinguished graduate from somewhere within the agency.



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DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-28 July 9, 1979

CARDINALI NAMED SOUTHERN REGION DIRECTOR

Louis J. Cardinali, Deputy Director of the Eastern Region, has been appointed Director of the Southern Region. He replaces Phillip M. Swatek, who is taking over as Director of the Europe, Africa and Middle East Region. Cardinali joined the agency as a Supervisory Airways Engineer in the Airway Facilities Division, Eastern Region, in February 1950. Before being appointed Deputy Director in February 1976, he was the chief of the Airports Division in the Eastern Region. Effective dates for other FAA key executives who are shifting jobs are: Murray Smith, Eastern Region Director, effective August 1; Clarence R. (Tex) Melugin, Jr., Southwest Region Director, effective July 15; Garland Castleberry, Alaskan Region Deputy Director, effective July 15.

DRUG CHIEF THANKS FAA

Administrator Bond has received a letter from Peter B. Bensinger, the Administrator of the Justice Department's Drug Enforcement Administration (DEA), commending the staff of the Balboa International Flight Service Station in the Canal Zone for its assistance in a recent drug bust. Bensinger noted the seizure of 200 pounds of cocaine, an airplane and four arrests in Puerto Armuelles, Panama, April 26 was due in (See page 2)

WEATHER BRIEFINGS UPGRADED

To accommodate the large numbers of pilots requiring pre-flight weather briefings at many flight service stations, FAA has upgraded the quality of its recorded weather briefings--the Pilots Automatic Telephone Weather Answering Service (PATWAS). Effective July 1, the FSSs that provide PATWAS implemented new operational procedures that have greatly enhanced the dissemination of meteorological and aeronautical information. To begin with, a higher operational priority was put on PATWAS in the FSS. This insured that the information being disseminated is the most current available. Also the amount of information has been increased. Now information for both local flights and for specific routes is available to pilots using the system. PATWAS locations are found in the Airport/Facility Directory of the Airman's Information Manual under the FSS Weather Service Telephone Numbers section.



THANKS (From page 1)

large measure to the invaluable technical assistance provided by the Balboa crew. The DEA chief said FAA's performance in this instance was indicative of the professional caliber of agency employees and expressed his appreciation for FAA's continuing support of the DEA mission.

G.A. FLEET WELL EQUIPPED

More than 80 percent of general aviation aircraft have two-way VHF communications capability and better than 75 percent have some form of navigation equipment, according to a new FAA report. In addition, the report notes that 50 percent of all general aviation aircraft are equipped with the 4096-code altitude transponder and approximately 20 percent have the associated altitude encoder. Other statistics show almost half of the general aviation fleet have at least one instrument landing system component, 25 percent have autopilot and about five percent have weather radar. Entitled "1977 General Aviation Activity and Avionics Survey," the report is based on data collected last year from a representative sample of some 30,000 aircraft owners. In addition to the information on avionics equipment, the report also provides data on the utilization of general aviation aircraft.

**PUBLICATIONS GUIDE UPDATE**

A new, updated (June 1979) comprehensive GUIDE TO FEDERAL AVIATION ADMINISTRATION PUBLICATIONS is now available. The 78-page guide lists the more than 5,000 safety, technical and other publications available from the agency. It explains how and where to obtain FAA publications such as aviation safety regulations, advisory circulars, technical reports and aviation education and guidance materials. For multiple copies of the guide, write the Department of Transportation, Publications Section, M-443.1, Washington, D.C. 20590. Single copies may be obtained from FAA, APA-430, Washington, D.C. 20591.

BIRDS CAN BE DANGEROUS

In 1978, a reported 788 bird strikes caused over \$10 million damage to the U.S. aviation fleet. At the same time total revenue lost because of bird strikes was \$477,425. However, no fatalities were reported, although 39 people were injured in seven separate incidents. According to the survey--which involved 589 air carrier aircraft, 287 general aviation aircraft and 12 helicopters--gulls are the most dangerous birds for aircraft. They were involved in 43 percent of the strikes. September is the most dangerous month. In September, 140 strikes were reported while there were only 26 strikes reported in January. A total of 45 percent of all strikes occurred during approach and landing, while 28 percent occurred during takeoff.

CONFIDENTIAL STATEMENT DUE

All employees covered by Appendix C to Part 99, the DOT's regulations on Responsibilities and Conduct, are reminded that Confidential Statements of Employment and Financial Interest, SF 3700.1, are due by July 31. Employees should check Order 3750.3B to see where to file their statement. Those employees (supergrades) covered by Appendix C who recently filed disclosure forms required by the Ethics in Government Act of 1978 need not file SF 3700.1.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL 2 years - PC-15/79 Language Officer (Translator), P-3. A complete command of Spanish as the native tongue, or the language used for the purpose of education, with a thorough knowledge of its syntax and stylistics. A profound knowledge of English is essential. A working knowledge of French or Russian would be a valuable additional qualification. PC-16/79 Purchasing Officer, P-2, command of English or French is essential. PARIS 3 years - PC-18/79 Technical Officer, COM, P-3. Command of English and French is essential, a working knowledge of Russian or Spanish desirable. Salary levels - P=3, Gross: \$23,910 and Net (free of tax): \$16,978 without dependents and \$18,193 with dependents. P-2, Gross: \$19,040 and Net (free of tax): \$14,149 without dependents and \$15,096 with dependents. Applications due in API-19 July 30, 1979. Information concerning duties, salary, benefits, qualifications and applications is available from your personnel office. Federal employees accepting ICAO assignments are entitled restoration rights.

LONG-TERM TRAINING SELECTIONS

Sixteen FAA employees have been selected for participation in the agency's 1979-80 long-term training programs, which provide a year of graduate-level studies at various prestigious educational institutions throughout the country. Selected for executive training programs and the senior service schools are: Frank L. Frisbie (SRDS) - Princeton Mid-Career Fellowship Program; Harold B. Coleman (EDP) - Maxwell Mid-Career Development Program at Syracuse University; James R. Etgen (AF/EDP) - Industrial College of the Armed Forces, Ft. McNair, Washington, D.C.; and Theodore B. Fagan - Air War College at Maxwell AFB, Alabama. Those enrolled in the Air Transportation Systems Specialist (ATSS) Program, University of California at Berkeley are: Wendie F. Chapman (ASO), Robert L. Craig (AWE), Edna L. Edwards (AAF), Jeffrey S. King (ASP), William P. Kochis (ACE), James W. Langston (ASO), and David F. Morse (AAL). Participants in the Education for Public Management (EPM) Program and the graduate schools they will attend include: William B. Ashworth (AGL) - University of Washington; LaVerne F. Collins (AAL) - University of Southern California; Robert J. Drake (AAF) and Robert J. Woods (AAT) - Harvard; and Mary DuBois (AGL) - Cornell University. Upon completion of their academic programs, long-term training participants are reassigned to positions within the agency which can contribute to their career development by providing a unique opportunity for functional and geographic diversity. (See page 4)

TRAINING (From page 3)

The selection process for 1980-81 programs will begin in the near future, with the distribution of the the agency's Long-Term Training Announcement Notice in late July or early August, 1979. All employees, GS-11 and above, who meet specific program requirements are eligible to participate. Those seeking further information regarding the various programs, eligibility criteria and application process should contact the Training Branch in their jurisdiction.

SAFETY COURSES SCHEDULED

It is now time to register for summer courses in the University of Southern California Master of Science in Safety degree program. Classes begin July 30, 5:30 to 8:30 p.m. in the Forrestal Building. The three courses being offered this summer are: The Technical Aspects of Motor Vehicle Safety, Environmental Safety and Philosophical Basis for Accident Prevention. Technical Aspects will cover performance handling, stability and control, and relate them to operator techniques, vehicle safety components, design, defects and failure identification. Environmental Safety will provide a broad knowledge of those environmental factors which affect man's safety and survival. Philosophical Basis will examine the preventability of accidents, conservation of resources, cost effectiveness and the application of modern techniques in accident prevention.

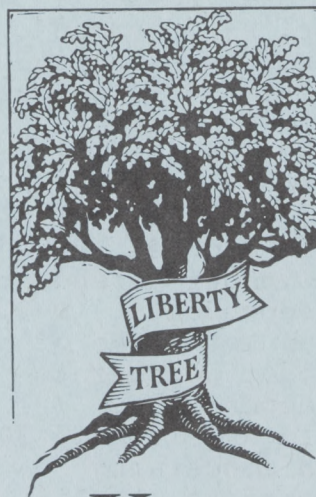
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SEE THE STARS AT NOON

A free noontime lecture series is being offered by the National Air and Space Museum each Thursday throughout July. Entitled "Noontime with the Stars," the series uses the facilities of the Museum's Albert Einstein Spacearium to provide a 30-minute look at the current night sky. Visitors will see the seasonal constellations and locations of the Moon, Mercury, Venus, Mars, Jupiter and Saturn projected on the 70-foot dome of the Spacearium. It is recommended that visitors be five minutes early. Doors to the hall will close promptly at 12:00 noon.

GOLF OUTINGS SCHEDULED

The schedule of FA Golf Club outings for the summer of 1979 is as follows: July 10, Needwood, Md.; July 30, Chantilly Gold and Country, Va.; Aug. 21, Twin Shields, Md.; Sept. 12, Brettonwoods, Md.; Sept. 27, Reston (South), Va.



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79-29 July 16, 1979

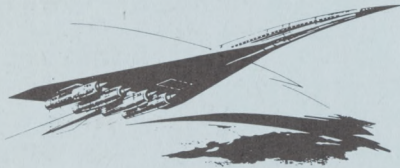
HELICOPTER NOISE LIMITED

The agency has issued a proposed rule that would require civil helicopters to meet Federal noise standards for the first time. Initially, the proposal would apply to newly certificated helicopters only. All helicopter designs submitted to FAA for type certificate approval after the proposal is published in the Federal Register would have to meet the prescribed noise criteria. The next step would be to extend coverage of the proposed rule to include all new helicopters off the assembly line regardless of when the aircraft were type certificated. The key date for this provision is January 1, 1985. All helicopters that had not flown before that date would be affected. The proposal would not be retroactive to aircraft already flying. However, it would prohibit any change in the type design of these aircraft that would increase noise levels beyond specified limits. Noise limits proposed by FAA would be keyed to the maximum certificated weights of the helicopters. Comments on the proposal should be addressed to FAA, Office of the Chief Counsel, ATTN: Rules Docket (AGC-24) Docket No. 13410, Washington, D.C. 20591.

THE DC-10 FLEET IS RETURNED TO THE AIR

The grounding of the DC-10 was lifted on July 13 as the type certificate for the wide-body jet was reinstated by the agency. Also the Special FAR prohibiting foreign DC-10s to operate in the U.S. airspace was withdrawn. Administrator Bond announced that the 38-day grounding had been lifted at a press conference held at FAA headquarters in Washington. At that time, the Administrator said, "Today, I am returning the DC-10 fleet to the air. The plane has been grounded for a little more than a month. During that time, hundreds of Government and industry experts put many thousands of hours into the most intensive, exhaustive and thorough investigation of its kind in aviation history. That effort has been a success. We have resolved to my satisfaction the safety questions raised by the tragic crash of flight 191 in Chicago, and we have worked out strict measures to assure that such a crash will not occur again. The steps I am taking here today will allow the DC-10 to fly again with safety." To insure that no DC-10 pylon can ever break off from the wing in flight--as occurred in the May 25, Chicago crash--the FAA is ordering a combination (See page 2.)

DC-10 (From page 1)
 of pre-flight and repetitive inspections at 100 to 3,000 flight hour intervals. Some of these will take as much as 50 man-hours to complete. FAA is also calling for a re-design of certain pylon elements within two years, to make such frequent inspections no longer necessary. These elements are the aft pylon bulk-head attachment and the thrust link assembly. Other inspections being required by the agency are of the center spar webs, the slats system and the stall warning system that senses slat position on both wings. Further, FAA is calling for a new improved slat cables to be installed as older cables reach a prescribed age.



"LEAD REGION" CONCEPT SEEN

While testifying before Congress about the DC-10 recently, Administrator Bond outlined plans for creating 'lead regions' and thereby strengthen the agency's certification function. He said, "We are in the process of implementing a 'lead region' concept in which the expertise of the FAA will be centered in the region having the greatest experience with a particular aircraft type. This special expertise will be used to develop and manage national certification procedures and practices. For example, either our Southwest or New England Region will probably be responsible for helicopters, and our Central Region for light aircraft. This will have the effect of greater standardization and better utilization of FAA expertise in the certification of aircraft."

while respecting the manufacturer's legitimate right to have its trade secrets protected. This is a particularly sensitive point today with the erosion of what once was America's overwhelming technological lead in aviation."

NTSB REPORTS ON SAFETY

The National Transportation Safety Board's recently-released Annual Report to Congress contains some interesting statistics on in-flight collisions: "Over the last 22 years, U.S. civil aviation has had 537 in-flight collisions which accounted for 1,331 fatalities--or 4.3 percent of the total fatalities from all U.S. civil aviation accidents. Only 25 of the in-flight collisions involved air carriers, but the high occupancy rate of the air carrier aircraft means that many of the fatalities have occurred in those types of aircraft." Copies of the Annual Report may be obtained by writing to the National Transportation Safety Board, Publications Section, Washington, D.C. 20594.

ALBRECHT NAMED TO TOP SLOT

Administrator Bond has named Albert P. Albrecht to fill the vacancy of Associate Administrator for Engineering and Development. He replaces Jeff Cochran, who retired last October. Albrecht came to the agency in 1976 as Deputy Associate Administrator for Engineering and Development from the Department of Defense. He has been serving as Acting AED-1 since Cochran's retirement.

LOST IN THE CLOUDS AGAIN

Once more the outstanding "Flight Save of the Month" involves a non-instrument pilot lost in IFR conditions. (Isn't anyone paying attention out there?) And once more the terse report of the incident hides the pilot's panic and the calm professionalism of the controllers and does not do justice to the fact that this particular pilot (and many like him) probably would be accident statistics now if it were not for the controllers' expertise and guidance. This time it was controllers Don DiPerna (supervisory), Arthur Willis, John Fellner and Linda Doty at the Youngstown, Ohio, airport tower who hand-carried the panicking pilot to a safe landing. After communications were firmly established with the lost plane, the pilot reported that he was experiencing heavy turbulence and was "completely backed in." While controllers calmed the pilot, they guided him toward Meadville Airport. Although the plane's course was erratic, slowly, it was guided to the airport. When it was two miles away, controllers instructed the pilot to commence a descent. One half mile from the runway, the pilot reported, "field in sight." From that point he made a straight-in approach and landed safely.

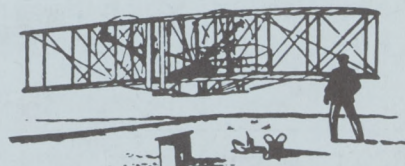
INSPECTOR SURVIVES CRASH

Roger Riggins, Principal Aviation Operations Inspector at the Broomfield, Colo., General Aviation District Office, is in stable condition and responding well after receiving critical injuries in the fatal crash of a Lear Jet July 6 at the Pueblo Memorial Airport. Riggins was riding in the jump seat giving a recurrent proficiency check to two highly experienced air taxi pilots when

the crash occurred during an apparent go-around attempt. Riggins, who was conscious throughout the accident, said the left wing struck the ground just as the plane lifted off the runway for a go-around. This caused the plane to cartwheel and resulted in the deaths of the two pilots. Riggins is recovering from his injuries in the Parkview Episcopal Hospital in Pueblo.

THREE ICAO JOBS AVAILABLE

Three jobs with the International Civil Aviation Organization (ICAO) are being advertised this week. All have salaries set at P=4 which pays a gross of \$29,940 and a net (free of tax) of \$20,209 without dependents and \$21,756 with dependents. Two of the two-year assignments are in Montreal as PC-19/79 Programme and Budget Officer, and as PC-21/79 Technical Officer, Accident Investigation and Prevention. One two-year assignment as a PC-21/79 Technical Officer, COM. is in Cairo. Applications for all positions are due in API-19 by August 24. Information concerning duties, salaries, benefits, qualifications and applications is available from personnel offices. Federal employees accepting ICAO assignments are entitled to restoration rights.



DULLES ACCESS ROAD OPENED TO COMMUTERS

Secretary of Transportation Brock Adams has approved the use of the Dulles Airport access road during the morning and evening rush hours by suburban commuters in four-person carpools. Adams said his decision to open the four-lane, 15-mile access road to non-airport traffic will promote energy conservation by encouraging carpooling and more efficient use of existing transportation facilities. However, before the road can be made available to commuters, Adams said, the State of Virginia and Fairfax County must develop an acceptable plan for enforcing the restriction limiting access to vehicles with four persons or more. Adams said the Dulles access road could remain open to commuters only until Jan. 1, 1985, when it must be returned to airport traffic use only to accommodate the increase in traffic expected as a result of DOT's policy to shift future growth in air traffic away from National Airport to Dulles and Baltimore-Washington International airports. However, by that time, commuters will have access to other improved ground transportation facilities.

TO REGISTER CALL . . .

In order to register for summer courses in the University of Southern California Master of Science in Safety degree program, explained in last week's INTERCOM, call 521-5025. Classes in the Forrestal Building begin on July 30.

JUNE RETIREES

For years Harry Burton, AAT, was getting mail and phone calls for Harry Burton, ARD, and vice versa. To put an end to all that foolishness, they both decided to retire - and chose a very popular month. Also retiring in June were two Service heads, James Murphy, Director, MWAS, and Dave Sheftel, Director, ARD, along with 41 other FAA employees. By Office/Service, they are: AAF: Dan Hopson, Gordon Henderson, Richard Allen, N. Doris Smith, Frank Castelluci; AAT: Albert Lundeen, Ralph Huffer, Vernon Hallows; AEM: Audrey McDowell and Thomas Johnston; AEU: M. Edward Gaydos; AFS: Curtis McKay, Andrew Prokop, Evelyn Bevis, Lillian Lloyd; AIA: John Wubbolding and Rose Kramer; ALG: Thomas Burns, Gerard Connors, Zaneab Brown; AMA: Eleanora Williams, Josiah Balshaw, Robert Emerton, Forrest Hanlon; APT: Helen Kuykendall and Ed Pry; ARD: Newel Anderson, Vicent Bencivenga, William Cox, Rodolphe Primeu, Harry Tarrington, Charles Troha, Donald Asker, Robert Buck, Max Coggins, Robert McGuire, Donald Scheffler, Colin Simpson, James Dugan, Frederic Pickett; AVP: Mervin Strickler.

AWARDS AND REWARDS

The Logistics Service has presented Special Achievement Awards to Patricia L. Snead, Frederick Potter, Vera Edwards, and Outstanding Performance Awards to Beverly Pell and Elizabeth Bugay.

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79-30 July 23, 1979

GET TOUGH POLICY GOES INTO ACTION

The agency has proposed civil penalties totalling \$385,000 against Pacific Southwest Airlines (PSA) of San Diego, Calif., for alleged violations of FAA aircraft maintenance regulations. The civil penalties are the highest ever proposed by the agency against any air carrier. The action reflects the FAA's new "get tough" policy announced by Administrator Bond in March 1979 when he ordered the application of stricter enforcement policies. In a letter delineating the charges, Western Regional Counsel DeWitte T. Lawson, Jr., states, ". . . we believe these violations disclose a pattern by PSA to defer the immediate performance of required maintenance Moreover, it appears that these policies caused PSA flight crews to conduct revenue flights in unairworthy aircraft. Consequently, we would be unwilling to settle this case for any sum less than \$385,000."

THERE'LL BE SOME CHANGES MADE

Some of the observations made by Administrator Bond when testifying before Congress on the DC-10 suggest that some significant changes may be made within the agency as a result of the Chicago tragedy. For instance, when speaking about

(See Page 3.)

AVIATION STANDARDS REORGANIZED

The proposal to reorganize the Office of the Associate Administrator for Aviation Standards (AVS) complex has been approved by the Department. This order abolishes Flight Standards Service. Functions of Flight Standards are being transferred to various new offices including the Office of Flight Operations (AFO) and the Office of Airworthiness (AWS). AFO is made up of most of the old Air Carrier and General Aviation divisions as well as the intact Aircraft Programs Division and Flight Standards National Field Office. AWS is made up of the old Engineering and Manufacturing Division and most of the maintenance functions from the Air Carrier and General Aviation divisions. Accident investigation and safety analysis functions, AFS 50 and 80 have been consolidated in the Office of Aviation Safety (ASF). Safety Regulations Division (AFS-900) functions are transferred, along with similar functions from AFO, AWS and ACS, and are centralized directly under the Associate. The Civil Aviation Security Service has been renamed the Office of Civil Aviation Security and, with the hazardous materials function added, is the fourth office under the Associate.

SECRETARY ADAMS RESIGNS

As President Carter's massive cabinet reshuffle was concluded on July 20, the President accepted the resignation of Transportation Secretary Brock Adams. Adams had been appointed to the president's cabinet slightly over two years ago. At a press conference held after the White House accepted his resignation, Adams said, "I want to thank the thousands of people in the Department for their support and the many hours of work they have devoted to the nation. I believe the Department of Transportation has served him (the President) and the nation well for the past two and a half years."

THE MAN IN THE SENSIBLE SHIRT

The man in the big office at FAA headquarters in Washington demonstrated once again that he is able to cope with the elements and emergencies. When the heat wave arrived in Washington at the same time that air conditioning was curtailed by Presidential order, Administrator Bond came to work dressed for the occasion. To cope with the tropical atmosphere both inside and outside the headquarters building, he sported, not the businessman's sweltering three-piece suit complete with a necktie, but instead a casual, loose-fitted tropical shirt, which, of course, was still well within the bounds of the prescribed "clean and neat appearance."



WINDMILLS ON OUR MINDS

The search for alternate energy sources is involving FAA in strange ways. It even has the agency tilting with windmills like the legendary Don Quixote. The most recent example of this occurred in Reading, Pa., where the FAA was called in to evaluate the proposed construction of a 160-foot-high windmill approximately three miles from the local airport. Using the criteria in Part 77 of the Federal Aviation Regulations ("Objects Affecting Navigable Airspace"), FAA concluded that the windmill, which would have a 120-foot propeller atop a 100-foot tower, would not create a hazard to traffic approaching and departing the Reading Airport, provided, of course, it is adequately marked and lighted. With the FAA approval in hand, a local manufacturing concern now is proceeding with construction of the \$250,000 windmill to generate electricity for its own use and possible sale.

AIRLINES CHANGE NAMES

A new airline, serving more cities than any other U.S. carrier, is now flying. Actually the new carrier is the result of the merger of two regional airlines: Southern and North Central. The name of the new airline is Republic, and it will serve 157 cities, primarily in the Southeast with Atlanta as the hub and the Midwest with Minneapolis and Detroit as the focal points. The new company's airliners will sport a stylized mallard duck on their tails. As Allegheny Airlines broadens its service, it, too, is changing its name. Come Oct. 28, the airline will be known as U.S.Air.

INSTRUMENT TRAINING STUDIED

An FAA contract to develop or revise training procedures to reduce the large number of weather-related fatal accidents among general aviation pilots has been awarded to Embry-Riddle Aeronautical University of Daytona Beach, Fla. The university will investigate the advisability of reducing the number of flight hours required before a pilot is eligible for an instrument rating. Other choices the university is expected to investigate are increased use of simulators and increasing the amount of instrument training required for the basic private pilot license. The three-year contract awarded by NAFEC is one part of an overall program now underway at the Atlantic City test site on advanced human cockpit=factors studies. In addition to weather related accidents, this program covers the redesign of cockpit layouts and evaluation of these redesigns in terms of pilot performance, particularly as related to enhancement of safety; testing of advanced cockpit display concepts; and standardization of cockpit designs.

FAA WAS READY FOR SKYLAB

When Skylab came back to earth, the FAA was ready with a detailed plan to prevent any of the aircraft under its control from being hit by falling pieces from the 77-ton space station. The plan, which had been prepared weeks in advance by AVS, AEE and ATS, called for keeping IFR aircraft out of a 150-mile-wide, 400-mile-long strip along the path of the spacecraft during its last orbits. Air traffic

controllers delayed approximately 240 aircraft while the agency waited to make sure that the spacecraft had re-entered on the other side of the world as predicted. If it hadn't, it would have circled around and cut diagonally across the face of the U.S.--directly in the path of the aircraft that were delayed.



CHANGES (From page 1.)

the DC-10 maintenance review team's report, Bond said, "the maintenance report was critical of certain FAA procedures, and I can assure you that these shortcomings and others which may surface as we take a closer look at our current way of doing business will get my closest scrutiny and I will not hesitate to make changes where needed. High on the list of problems I will address are the following: Currently, a wide range of maintenance procedures are changed or substituted by U.S. air carrier operators with no indication that all such actions are approved by the manufacturer or FAA. At present, Federal Aviation Regulations and written agency guidance do not adequately define what constitutes a 'major' repair, thus leaving very broad discretion in air carriers to define the term. Major repairs must be reported to the FAA."

GOLD MEDAL WINNER

Paula Ryles, daughter of Evelyn Ryles, Office of Accounting and Audit, was a two-time winner at the Washington area Special Olympic Games for the handicapped held at Gallaudet College early in June. Ryles won both the 50-yard dash and the broad jump. She sizzled home in eight seconds to win the dash and made a VFR, uncontrolled flight of almost four feet to finish first in the standing broad jump event. Ryles suffered organic brain damage at birth.

DOT GOLF OUTING SET

Golf enthusiasts in the FAA will have a fine opportunity to join the annual DOT summer golf mixer with their fellow workers from August 8th, at the Andrews Air Force Base Golf Club. A shotgun start is scheduled for 8 a.m. to accommodate all players with the same starting time. The Andrews course, as last year's DOT participants will attest, is a well-planned challenging layout that will make for a most interesting outing. The fee schedule includes \$3.50 for tournament registration plus \$6.50 for the greens fee (playing charge). Electric or hand carts are optional. The former are \$5 per rider with double occupancy, or \$10 per single user. It should be noted that the deadline for all fees is Wednesday, August First! Only cash is taken. Reservations can be made with the following persons: Nassif Building--Don Steinke, x60090; Jim O'Connor, x64004; Bud Wright, x68690; Esynr Hoheisel, x60226; Jack Pope, x64608. Transpoint Building--Gil Butler, x60436; Jim Gilkey, x62834; Frank Enty, x61274; Leonard Bosin, x63076; and Al Rockwill, x62947.

BLANK CITED

Joseph K. Blank, Deputy Director of the Civil Aviation Security Service, has been awarded the agency's Superior Achievement Award for his work with the International Criminal Police Organization (Interpol) in curbing crimes against aviation. The award, which was presented last week by Charles R. Foster, Associate Administrator for Aviation Standards, said that "through your untiring efforts and technical expertise, the effectiveness of Interpol in the prevention of crimes against civil aviation has been significantly enhanced."

PLANNING DEGREE OFFERED

The University of Virginia's School of Architecture offers a Masters Degree in Planning in the Northern Virginia area. The degree program is designed to develop the understanding, sensitivity and capabilities necessary for a professional planner. Offerings for Fall, 1979 are:
Falls Church High School

PLAN 807: Urban Theory and Public Policy (core course) (3 sh) Tuesdays

PLAN 842: Problems in Community Development (An Applied Planning course) (4 sh) Thursdays

PLAN 853: Environmental Policy (advanced) (3 sh) Wednesdays

PLAN 868: Local Growth Management (advanced) (3 sh) Tuesdays.
Ft. Belvoir

PLAN 805: Quantitative Planning Analysis (core course) (3 sh) Mondays. All classes meet from 7-9:50 p.m. Registration will be conducted August 29 - September 12 with classes beginning the week of September 17. The cost is \$50 per semester hour plus a registration fee of \$10. For additional info call 703-781-7019 or 703-532-5800.

FOR INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-31 July 30, 1979

INTERIM DOT SECRETARY NAMED

W. Graham Claytor, Jr., Secretary of the Navy for the past 2½ years, has been appointed acting Secretary of Transportation. Before receiving the Navy appointment, Claytor was president and board chairman of the Southern Railway Company. A World War II Navy veteran, Claytor is a graduate of the University of Virginia and Harvard Law School. His professional experience includes almost 15 years as an associate and partner in the prestigious Washington law firm of Covington and Burling. In announcing Claytor's appointment, the White House said he would serve on an interim basis pending selection of a permanent DOT Secretary. Claytor then is slated to return to the Pentagon as Deputy Secretary of Defense.

AGE 60 RULE STUDIED

The agency has set up a panel of medical experts to make an impartial reassessment of its controversial "Age 60 Rule." The panel, which includes an outspoken opponent of the rule that prohibits persons 60 and over from serving as airline pilots, is composed of various medical specialists as well as an airline flight operations specialist. It will review all the scientific data on the safety problems caused by older (See page 2)

DARC SHIPPED TO SALT LAKE CITY CENTER

The first operational Direct Access Radar Channel (DARC) is the back-up for radar data processing in the en route centers was delivered by the Raytheon Company to the Salt Lake City Center on July 27. After approximately two weeks of acceptance testing and five to six months of system shakedown testing, the DARC installation should be commissioned--probably in January or February 1980. DARC will take over when the primary automated ATC system fails or is shut down for maintenance. Using mincomputers and associated equipment, it will process radar data on aircraft under center control and present this information in data-block form on the ATC radar displays. Items in the data block will include the beacon code and altitude of aircraft equipped with beacon transponders and altitude encoders. DARC will replace broadband radars now used as the back-up system at the centers. Following the acceptance of the Salt Lake City system, subsequent systems are expected to be shipped from the contractor at the rate of one per month.

AGE 60 RULE (From page 1)

pilots and determine if the risk is sufficient to uphold the FAA's ban on pilots age 60 and over in airline operations. The 1960 rule has come under attack in both Congress and the courts recently as being discriminatory. Opponents also claim that the rule is contrary to recent advances in medicine that make it possible to predict who might suffer a heart attack or other incapacitating illness.

PILOT INDICTED FOR LYING

In what may be a precedent-setting action, a California pilot has been indicted by a Federal grand jury in Los Angeles for making false statements on FAA medical certificate applications. The pilot is charged with making misrepresentations to the FAA on his 1977 and 1978 applications for Airman Medical Certificates. He is accused of representing to the FAA that he had no record of any traffic or other convictions, when, in fact, his record includes convictions for possession of dangerous drugs, being under the influence of drugs in public, and drunk driving. If convicted on both counts, he faces a maximum criminal penalty of 10 years imprisonment or a \$20,000 fine or both.

'CERTIFICATION AND MAINTENANCE PROCESS BASICALLY SOUND : BOND

Although the DC-10 investigation uncovered certain weaknesses in FAA certification and maintenance procedures, Administrator Bond does not believe the present system requires a major overhaul. "So far, nothing in our investigation has led me to conclude that our procedures for certifying and maintaining the safety of aircraft in this country are flawed in any

basic way," Bond told the Aero Club of Washington in a July 24 speech. "On the contrary, the extraordinary safety record of our country's airlines is proof that the system is basically sound." But Bond noted that he already has initiated certain changes in the agency's certification and maintenance procedures, and others may be in store. "Our job is to ensure safety by getting ourselves into the process as far as is necessary--and that may mean farther than at present," Bond continued.

IT'S UNCLE SAM'S MONEY

Airlines have been making payments to passengers when the airline fails to fulfill a reservation or when passengers volunteer to wait for later flights. When an employee is traveling on the government, this money becomes the property of the government and should be deposited into government funds. This is clearly set out in Controller General Decision B-148879, which states that the government is regarded as damaged by the carrier's default and the employee is precluded from accepting payments from private sources as a result of the performance of official duties. Accordingly, all funds received should be attached to the travel voucher when submitted to the servicing accounting office. It is recommended that travelers request airline representatives to make checks for denied boarding compensation payable to the FAA.

AVIATION STANDARDS' NEW MAIL ROUTING

Changes in organizational titles and/or routing symbols within the Aviation Standards' complex,

announced in last week's INTER-COM, are listed below. The new titles and routing symbols should be used immediately.

Old

Flight Standards Service, AFS-1

Executive Staff, AFS-10
Accident Investigation Staff,
AFS-50
Safety Analysis Staff, AFS-80

Engineering and Manufacturing
Division, AFS-100 (Except
AFS-180)
Manufacturing Branch, AFS-180

Air Carrier Airworthiness
Branch, AFS-230, and General
Aviation Airworthiness Branch,
AFS-830

Air Carrier Division, AFS-200

General Aviation Division,
AFS-800
Aircraft Programs Division,
AFS-700
Flight Standards National Field
Office, AFS-500
Safety Regulations Division,
AFS-900

Civil Aviation Security Service,
ACS-1

Executive Staff, ACS-10
Operations Liaison Staff,
ACS-20

Air Operations Security Divi-
sion, ACS-100

Technical Security Division,
ACS-200

Ground Operations Security
Division, ACS-300

Foreign Air Carrier Security
Division, ACS-400

Office of Aviation Safety, ASF-1

New

Office of Flight Operations, AFO-1
Office of Airworthiness, AWS-1
Program Management Staff, AVS-10
Accident Investigation Division,
ASF-100
Safety Analysis Division,
ASF-200
Aircraft Engineering Division,
AWS-100

Aircraft Manufacturing Division,
AWS-200
Aircraft Maintenance Division,
AWS-300

Air Transportation Division,
AFO-200
General Aviation and Commercial
Division, AFO-800
Aircraft Programs Division,
AFO-700
Flight Standards National Field
Office, AFO-500
Safety Regulations Staff, AVS-20

Office of Civil Aviation Security,
ACS-1
Program Management Staff, AVS-10
Intelligence and International
Security Division, ACS-400
Air Operations Security Divi-
sion, ACS-100
Technical and Cargo Security
Division, ACS-200
Ground Operations Security
Division, ACS-300
Air Operations Security Divi-
sion, ACS-100
Office of Aviation Safety, ASF-1
Special Programs Division,
ASF-300

CIVIL RIGHTS NAMES HISPANIC COORDINATOR

Alfred J. Mendez has been appointed to the Office of Civil Rights as FAA's Hispanic Employment Program Coordinator. He replaces Luis Gonzales who resigned the position more than a year ago to take a job in private industry. Mr. Mendez comes to the agency from the Equal Employment Opportunity Commission where he served as a staffing specialist and was detailed to the Civil Service Commission to establish the equal opportunity specialist register and to develop the revised qualifications standard for the equal opportunity specialist job series. Earlier, he developed recruitment literature for the Immigration and Naturalization Service, kept track of minority and women political appointments for the White House, and did minority recruiting for the U.S. Office of Education.

TICKET OFFICES MODERNIZED

Effective August 1, a rotary telephone system will be in operation at the Scheduled Airline Ticket Offices (SATO), which should help travelers get through to these busy offices on the telephone. When a call comes in and all lines are busy, the call will be automatically transferred to another office where a line is open. Regardless of which SATO office makes your reservations, all SATO offices will be able to verify them and have tickets because all SATO offices are connected through the same computer reservation system. The telephone numbers of the various SATO offices are as follows. Remember that you have to dial 9 first to reach them:

- FOB 10A - 245-7257
- Nassif Building - 245-6876
- Trans Point - 245-7352

UPWARD MOBILITY PROGRAM

The FAA Headquarters Upward Mobility Program is entering the fourth month of the referral and placement process for the candidates who were selected last summer for the Upward Mobility Register. Three headquarters organizations have selected a total of six people thus far. The Office of Management Systems has selected Joan Troxel and Violet Wimbush as Computer Programmers. Kathy Henck and Patricia Cowden will become Contract Specialists in the Logistics Service. Rosetta Thomas will be trained as a Transportation and Property Specialist, also in the Logistics Service, and Mary DeRosa's position will be a Program Analyst with the Office of Personnel and Training. All participants will complete a minimum of one year of training before attaining the target position. Sixteen candidates remain on the Upward Mobility Register. The Personnel Management Operations Division, APT-100, will continue to work with offices and services to establish target positions for this program. Positions must have promotion potential to the GS-9 level or above. Cathy Bracy, Training and Career Development Branch, APT-130, is the Upward Mobility Program Coordinator. Her extension is 63320.

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FOR INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-32 August 6, 1979

NEW SECRETARY NOMINATED

The 39-year old Mayor of Portland, Ore., Neil Edward Goldschmidt, has been nominated by President Carter to become the new Secretary of Transportation. Goldschmidt was originally elected Portland's mayor in 1972 and reelected in 1976. Before being elected mayor, he served on the Portland City Council, and before that he was a lawyer with the Portland Legal Aid Office. In 1974, after only two years as mayor he was named one of "200 Faces of the Future" by Time Magazine and "One of Ten Outstanding Young Men of America" by the National Jaycees. A graduate of the University of Oregon in 1963, he received a law degree from the Boalt Law School, University of California, Berkeley, in 1967.

SHARP TO RETIRE

Warren C. Sharp, Director of Airways Facilities Service, has announced his retirement, effective the end of August. Sharp joined the agency in July 1953 as Chief, System Maintenance District Office, Denver, Colo. He later served in the Western and Central regions before coming to Washington headquarters in 1967. He was appointed Director, Airways Facilities Service, in Feb. 1975. Sharp says his current plans are to stay in the Washington area at least a year.

CENTRAL FLOW CONTROL GETS IBM COMPUTER

A new automated program that will help controllers keep traffic moving smoothly from the agency's central flow control facility in Washington is scheduled to go operational early in September. At the heart of the automated system is the IBM 9020A computer, used at the Jacksonville Center until recently. With the help of this computer, controllers at the ATC Systems Command Center will have a complete picture of the flow of traffic throughout the system. The computer, still located in Jacksonville, will be connected to the Washington facility by high speed lines. It will also be connected to all 20 domestic air route traffic control centers via "store and forward" sites located at five of the 20 centers. One of these sites, for example, will be at the Los Angeles Center. From there information on traffic handled by the Los Angeles, Salt Lake City, Seattle and Oakland centers will be dispatched to the flow control computer. This updated information from the field and the airline schedule data already in the computer will be used by flow controllers to predict and manage traffic throughout the system. The first phase (Continued on page 2)

FLOW CONTROL (From page 1) of the program being developed for the agency by Computer Science Corp. will concentrate on arriving traffic. The computer will tell flow controllers how many arrivals they can expect at each of 15 "pacing" airports. A "pacing" airport is one which experiences the preponderance of delays in the system. Flow controllers can then adjust the flow rate to minimize delays or assure that necessary delays have least possible fuel impact. The second phase of the scheduled computer program will concentrate on departing traffic and the third on en route traffic.

WASPS WIN RIGHTS

Margaret Boylan, Chief of the Administrative Staff in the Administrator's office, got her honorable discharge from the Air Force last week--more than 34 years after she left the service. Boylan was one of more than 1,000 WASPS (Women Air Force Service Pilots) who flew non-combat missions during World War II but who were unceremoniously phased out at the end of the war without honorable discharge or veterans' benefits. Last year, after years of lobbying by the former WASPS and their supporters, Congress agreed that they were entitled to the discharges and the benefits and voted to provide them retroactively.

"GEAR UP" ACCIDENTS MOST COMMON

A recently published Advisory Circular designed to minimize retractable landing gear failures points out that 19 percent of accidents involving planes with retractable landing gear were "landing gear" accidents. Neglecting to extend the landing

gear was the most common cause of these accidents, followed by inadvertent retracting of the landing gear. To prevent such accidents, pilots are advised to use their check lists in plenty of time and to keep their hands off the switches until turning off the runway.



ELECTRONICS TECH DEGREE OKed

The Office of Personnel Management, formerly the Civil Service Commission, has approved FAA's request to amend the provisions of the Associate Degree Cooperative Education Program to include students who are pursuing an Associate Degree in Electronics Technology. This allows Associate Degree students of 2-year colleges, who have completed their cooperative education requirements in Electronics Technology, to be converted non-competitively to full-time career-conditional appointments in Electronics Technician, GS-856, positions upon graduation. This is a regional training program and all inquiries should be directed to the appropriate regional Personnel Management Division.



ICAO SEEKING APPLICANTS

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

Montreal 2 years - PC-22/79
Language Officer (Translator), P-2,
Gross: \$19,040 and Net (Free of tax): \$14,149 without dependents and \$15,096 with dependents.

Bangkok 2 years - PC-23/79 Technical Assistance Officer, P-4,
Gross: \$29,940 and Net (free of tax): \$20,209 without dependents and \$21,756 with dependents.

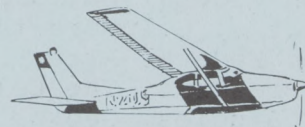
Cairo 2 years - PC-24/79 Technical Assistance Officer, P-4, Gross: \$29,940 and Net (free of tax): \$20,209 without dependents and \$21,756 with dependents. Dakar 2 years - PC-25/79 Language Officer (Translator/Interpreter), AFCAC, P-3, Gross: \$23,910 and Net (Free of tax): \$16,978 without dependents and \$17,850 with dependents. Language Requirement:

PC-22/79 - French as the native tongue, or the language used for the purpose of education, with a thorough knowledge of its syntax and stylistics. A sound knowledge of English is essential. A working knowledge of Russian or Spanish would be a valuable additional qualification. PC-25/79 - English or French as the native tongue or the language used for the purpose of education, with oral and written command of the other language. Ability to write English and French translations, with a thorough knowledge of its syntax and stylistics, is essential. Ability to interpret from English into French and vice-versa is also essential. A working knowledge of Spanish would be a valuable additional qualification. PC-23/79 - Command of English essential and a working knowledge of French and Arabic desirable. Applications due in API-19 by 9/19/79. 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 or at manpower offices.

AMATEUR-BUILT RULES SIMPLIFIED

The owners of amateur-built and most other experimental aircraft will be spared the chore of having their aircraft recertified every year under a new rule adopted by the agency. The action, which is in keeping with President Carter's policy of reducing the burden of government on the public, will affect approximately 7,000 aircraft. Under the new procedure, 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 himself, if he has qualified for a repairman's certificate from the agency. The new procedures do not apply to those aircraft in the experimental category which are test and development models of factory-built aircraft.



F.E.W. MEMBERSHIP DRIVE ON

The S.W.D.C. Chapter of Federally Employed Women, Inc. (FEW) is holding its annual membership drive through September 30. Membership is open to men as well as women. There are many interesting programs on the 1979-80 schedule. Please contact Ms. Jean Hetsko, Membership Committee Chairperson, on x63310 if you are interested in joining FEW. The next FEW meeting is scheduled for Tuesday, August 14, 12:00 noon, in Conference Room 5 A/B.

BUSBY CHIEF OF NEW DEPARTMENT

Douglas E. Busby, M.D., Deputy Federal Air Surgeon, AAM-2, will be leaving the FAA on August 10, 1979, to accept the position as chief of the newly created Department of Environmental Medicine, Cleveland Clinic, Cleveland, Ohio. Busby joined the agency in July 1974 as Chief, Aviation Physiology Laboratory, Civil Aeromedical Institute. Prior to his appointment as Deputy Federal Air Surgeon in August 1976, he served as Chief, Aeromedical Research Branch, Civil Aeromedical Institute, from February 1975 to August 1976.

"AFTER HOURS" REGISTRATION ON

More than 60 college-level courses will be offered after working hours to civilian, military personnel, and the general public in 31 downtown Federal buildings in the District of Columbia this Fall through the Federal After-Hours Education Program. The College of General Studies, George Washington University, offers opportunity for individuals to enroll in undergraduate and graduate courses leading to the Associate in Arts, the Bachelor of Science and the Master of Science degrees.

Those individuals seeking self-improvement courses designed to broaden their career may enroll as non-degree students. Courses to be offered include Accounting, Anthropology, Art, Business Administration, Economics, English, Geography, Geology, History, Humanities, International Affairs, Management, Mathematics, Oceanography, Political Science, Psychology, Public Administration, Sociology, Speech and Drama, and Statistics. Courses leading to a Master of Science in Administration are offered with areas of concentration in Business Financial Management, and Information Systems Technology. Registration for the Fall semester will be held in Conference Rooms A, B. and D-- just off the lobby--Department of Commerce Building, 14th Street and Constitution Avenue, N.W., from 10 a.m. - 2:30 p.m. on Thursday, August 23, 1979. Tuition is \$88.00 per semester hour and all courses are 3 semester hours. The Government Employees Training Act of 1958 gives Federal agencies authority to pay all tuition costs and other fees if courses to be taken are related to job requirements. Fall semester classes will begin September 10, 1979, continuing through December 21, 1979. For further information call 676-7018.

"A" COWDEN IS THE ONE

Last week's Intercom reported that Patricia Cowden was selected from the Upward Mobility register to fill a slot in Washington headquarters. True, but misleading. We should have noted that it's Patricia A. Cowden who will be taking over an Upward Mobility slot in the Logistics Service, and not Patricia M. Cowden, who works at National Airport.

FOR INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-34 August 20, 1979

SUPERVISORS TO SERVE PROBATION

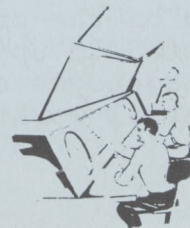
As required by the Civil Service Reform Act, the agency has instituted a probation period for new supervisors and managers appointed after August 11. The probation period offers advantages to both current and newly-appointed supervisors and managers. After making clear what the performance requirements are, the agency has the opportunity to assess new supervisors' and managers' development on the job, as well as the flexibility to return them to non-supervisory or non-managerial positions without undue formality. The employee, who at the time may not be well-suited to supervisory (Continued on page 2)

GOLDSCHMIDT SWORN IN

Neil Goldschmidt, Mayor of Portland, Ore., was sworn in as Secretary of Transportation on August 15 in Portland before receiving Senate confirmation. The speed-up of Goldschmidt's appointment was ordered by President Carter and implemented under the President's recess appointment powers that allow appointment of Cabinet officers while Congress is in recess. Senate confirmation of the appointment is expected to take place after Congress reconvenes September 5.

"LIVE AND IN COLOR" RADAR DISPLAYS BEING TESTED

Red, orange and yellow are being added to the green color on radar displays to help controllers distinguish between different types of information. A four-month operational test of the modified radar displays is scheduled to begin August 20 at the Washington en route center in Leesburg, Va. The color system, developed by the Raytheon Company, already has gone through thorough technical testing at NAFEC. On the modified displays, red is being used to depict map lines and to indicate navigational aids and orange is being used to show weather. Yellow and green, meanwhile, will be employed for aircraft data blocks, which provide controllers with the identity, altitude and other information on the flights they're handling. If the tests are successful, four-color displays may be used in all 20 domestic air route traffic control centers.



SUPERVISORS (from page 1)
 or management work, has the benefit of returning to an alternative position at his or her previous grade without adverse consequences. Major features of the probationary period are covered by FAA Order 3400.10, Civil Service Reform Act: Supervisory and Managerial Probation Period. They include:

Length - Both the supervisory and the managerial probation periods are 52 weeks long and begin when the employee is officially assigned to the position.

Placement - If the employee is returned, it will be to a position of no lower grade than he or she left to become a supervisor or manager.

Management Training School - While the employee no longer has to pass the appropriate MTS initial course to be appointed to a supervisory or managerial position, his or her MTS training record will be considered in the evaluation of the probation period.

Exemptions - 1. Employees who have ever held permanent appointments to supervisory positions in the Federal Civil Service are not required to serve a supervisory probation period. The same holds true for managers and a managerial probation period. 2. If an employee is appointed to a managerial position and has ever been a second-level Federal supervisor, the requirement to serve a managerial probation period is waived. 3. An employee may not be required to serve more than one supervisory or more than one managerial probation period, regardless of change of occupation, organization, or agency. Use of the probation period is expected to upgrade the quality of the agency's supervisory and managerial workforce.

BILL FLENER RETIRES

After 37 years of service, William M. Flener, Associate Administrator for Air Traffic and Airway Facilities, will retire on September 7. Flener joined FAA as a controller and has worked his way through the system to the top position. Some of the positions he held in the process were: director, Air Traffic Service; deputy director, Airports Service; deputy director, Southern Region; air route inspector; facility chief; and senior controller. He has no immediate plans and probably will remain in the Washington area for a period of time.

SES HAS SUCCESSFUL START

Better than 99 percent of eligible DOT executives, along with 96 percent of other eligible Federal executives, have joined the Senior Executive Service (SES). Created by the Civil Service Reform Act of 1978 to improve the Federal personnel management system, SES is a new personnel system for top managers and supervisors. It emphasizes individual accountability for performance and provides agency heads greater flexibility in making executive assignments. All executives serving in SES-designated positions were given the option of deciding whether or not to enter SES at its start. Of 304 eligible DOT executives, 302 have joined the SES.



TRAINING PROGRAMS ANNOUNCED

This year's announcement of long-term training programs for 1980=81 is currently being distributed. Those selected for these programs attend major graduate schools for an academic year while receiving salary and per diem from the agency. When they complete the program, the agency strives to place them in positions which will give them a broad background and increased responsibility within the agency. The deadline for submission of applications is September 21 at Washington headquarters but may vary in the regions. Interested employees should see the announcement or contact their training branch for further information. Programs covered include: Air Transportation Systems Specialist (ATSS) Program --Transportation Studies; sponsored by FAA and the University of California at Berkeley; at University of California at Berkeley; for GS-11-14, with two years FAA experience, college degree, and math through calculus (Approx. B average); 6-7 participants. Education for Public Management (EPM) Program--Public Administration; sponsored by the Civil Service Commission; at Cornell, Harvard, Indiana, MIT, Princeton, USC, U. Va., and Univ. of Washington; for GS-11-14, with a college degree and demonstration of high potential; 4-5 participants. Executive-Level Programs (Preference given to participants in the FAA's Executive Development Program) Air War College--Management and national security; sponsored by the Department of Defense; at Maxwell AFB, Montgomery, Ala.; for employees with 14 years civilian/military service and ability to do graduate-level work (non-degree candidates accepted); one participant. Industrial College of the

Armed Forces (ICAF)--Management, Economic and Political Aspects of National Security; sponsored by the Department of Defense; at Ft. McNair, Washington, D.C.; for employees with a college degree and 14 years civilian/military service; one participant. Maxwell Mid-Career Development Program--Public Administration and Policy-making; sponsored by Syracuse University; for those with ability to do graduate-level work (non-degree candidates accepted); one participant.

EEO AWARDS TO BE PRESENTED

Deputy Administrator Quentin Taylor will be the featured speaker and also present the agency's highest award for achievement in Equal Employment Opportunity on August 27. The ceremony will be held in the third floor auditorium of the FAA headquarters building. Thirty-three nominations for awards were made by the regions and headquarters. From these, a panel of nine members selected nine employees who will receive awards for superior achievement in EEO.

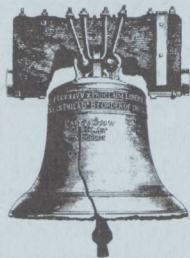
WOMEN'S HOT SHEET MAILED

The first issue of the Professional Women Controllers' (PWC) newsletter was mailed recently to all female controllers in the agency, including non-PWC members. The name selected for the newsletter by national officers at the first executive board meeting is WATCH. The word stands for Women Air Traffic Controller Hot Sheet. At the executive meeting, the women controllers also decided to hold the 1980 convention in San Francisco in mid-April.

INFLUENZA VACCINE AVAILABLE

Influenza vaccine will be offered to employees with chronic illnesses and to adults over 65 years of age, or high risk individuals. Conditions predisposing to such risk include: acquired or congenital heart diseases, chronic pulmonary diseases, bronchiectasis, tuberculosis, asthma, cystic fibrosis, renal, anemia and metabolic diseases. Individual employees in critical positions should receive the vaccine unless there are good reasons not to do so. The vaccine will be given at the following locations: FAA Headquarters Building FOB-10A on September 4-7; from 9-3 p.m., Room 327; Dulles International Airport Health Unit on September 6 and 7; from 9-5 p.m., Room G432; Washington National Airport Health Unit on September 11 and 12; from 9:30 a.m. to 4:30 p.m., Room 56.

**Declare
financial
independence.**



Buy U.S. Savings Bonds

Order SBF 79-50 for free repro-proof

FRISBEE FESTIVAL SCHEDULED

Plastic flying discs of all sizes and colors will fill the sky Labor Day weekend at the third annual Smithsonian Frisbee Disc Festival, Sunday, Sept. 2 (rain date, Sept. 3) from noon to 5:00 p.m. on the Mall. The festival, which is sponsored by the National Air and Space Museum, will feature demonstrations by disc champions and instructional workshops for all ages and levels. All events are free to the public. Picnics are encouraged. Last year's festival attracted over 7,000 people, making it the best-attended, non-competitive disc event ever held. The festival site is bounded by Third and Fourth streets, S.W., and Independence Avenue and Madison Drive.

PARKING HIKE POSTPONED

The hike in parking rates for Federal workers which was scheduled to go into effect October 1 has been postponed until November 1. According to the Carter Administration pay-as-you-park policy, Federal workers will have to pay a fee equivalent to half the prevailing commercial rate after November 1. Persons participating in van pools, however, will continue to pay reduced rates until Oct. 1, 1981.

DOCUMENT FACILITY MOVES

The agency's Document Inspection Facility (APA-420), formerly located in Room 108, has moved to Room 907E in the Public Inquiry Center. Mrs. Gladys Stewart's number remains x68367.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-35 August 27, 1979

AIRPORT SURFACE RADAR SET FOR NAFEC TESTS

A new generation of Airport Surface Detection Equipment--the ASDE-3--has been delivered to NAFEC for a series of tests designed to clear the project for the production procurement stage. The prototype acceptance tests of the Cardion Electronics equipment will be conducted initially using an ASDE-2 antenna since production of this vital part for the ASDE-3 was delayed by a fire in the Cardion plant. The acceptance tests will be followed by engineering evaluation tests, which are scheduled to start in early October and run through December. In January or February 1980, an operational evaluation will be conducted. For this exercise, controllers familiar with the older ASDE-2 equipment will be brought in from the field. Early in Fiscal Year 1981, the agency will be ready to proceed with actual procurement of the new equipment, which is designed to overcome or minimize the deficiencies of the older ASDE-2. For example, the ASDE-3 will have a greater capability to penetrate rainfall and present a clearer, sharper picture on the radar scope under all light conditions.

EEO PROMOTERS HONORED

Nine employees who have made outstanding contributions to hiring and promoting women and minorities are this year's winners of the annual Equal Employment Opportunity Award. The nine recipients, six from the regions and field and three from Washington headquarters, were presented the award by Deputy Administrator Quentin Taylor in Aug. 27 ceremonies in Washington, D.C. The winners were selected from among thirty-three nominations submitted by FAA facilities nationwide. Listed in alphabetical order are the recipients and their major accomplishments:

- o William G. Dougherty, Program Analyst, F&E Current Program Branch, AAF, developed a program that resulted in a 55 percent increase in the number of contracts awarded by AAF to minority business in 1978.
- o Martin C. Elliot, Chief, Maintenance Engineering Branch, AAF, Western Region, was primarily responsible for the establishment of a regional Upward Mobility Program for Electronics Technician Developmentals.
- o Ann Peavy Hoffer, Executive Officer, (Continued on page 2)

EEO (From page 1)

AMS. Largely through her efforts to attract well-qualified women and minority applicants, 75 percent of the hires in AMS during the past two years have been women and minorities.

o Francis M. Jones, Chief, Oakland ARTCC, has increased career opportunities for lower-grade employees, promoted EEO awareness and has actively recruited women and minorities. He served as Chairman of the facility's Civil Rights Committee and was presented the Oakland Center's EEO Award for 1978.

o Thomas J. Maloney, Deputy Chief, Harrisburg, Pa., FSS, has helped employees in dead-end positions to find better career opportunities and has actively promoted the hiring of women and minorities through personal contacts with community organizations.

o Barbara F. McLaughlin, Secretary, Houston ARTCC, has been active in the community in promoting EEO programs. She personally has conducted local minority and women's groups to disseminate information about FAA career opportunities, and she has conducted career counseling for women in dead-end positions.

o San Juan C. Romero, Chief, Greater Cincinnati Tower, has been successful in promoting the hiring of women and minorities through personal contacts with NAACP, Urban League and Hispanic and women's organizations. He hired the first handicapped employee for the position of Air Traffic Simulator Operator.

o Larry Snell, Chief, Real Estate and Utilities Branch, Logistics Division, Alaskan Region. Long before agency guidelines were available, he developed career-progression plans for employees in low-level and dead-end positions.

o Catherine C. Sullivan,

Employee Programs Specialist, AAF, planned an Upward Mobility Program that was later adopted for use by AAF regional divisions to train personnel in low-level positions to become electronics technicians.

NAFEC BUILDING ON SCHEDULE

From the aerial photos of NAFEC's new Technical and Administrative Building, it looks as though the structure is almost completed. And, according to the latest reports from Atlantic City, it is well along and moving forward on schedule. All of the structural steel in the building that will replace NAFEC's aging, wooden, barracks-like buildings is currently in place. The precast concrete facade on the administrative section is about 84 percent complete. The cinder block wall around the two-story air traffic control laboratories section is approximately three-quarters finished. The exterior tiles will go on after it is completely finished. The schedule calls for the structure to be closed in--all walls, windows and roof--by the end of October or early in November. NAFEC employees are looking forward to moving into their new quarters in June 1980.

G.A. SAFETY IMPROVES

Statistics for the first seven months of 1979 indicate that general aviation may be headed for an excellent safety year although no one should start, celebrating yet. FAA's Office of Aviation Standards keeps a running accident tally, and these figures show a decline in both total and fatal general aviation accidents, with a corresponding drop in the number of fatalities when compared with (See page 3)

ICAO HAS JOBS

The International Civil Aviation Organization (ICAO) is seeking qualified technical and economic experts in various fields of aviation within its Technical Assistance Programme. ICAO anticipates the need to recruit 170 experts for vacancies in Africa, Asia, Latin America and the Middle East for the remaining portion of 1979. The salaries range from P-3/5 \$28,170 to P-0 \$43,890 before taxes (\$20,747 to \$29,245 with dependents, net free of taxes), depending upon the position. In addition to basic salary, employees will be eligible for cost-of-living allowances, installation grants and education grants. Family travel is provided, as is six weeks leave per year, with home leave after two years. Applicants should have a minimum of ten years of practical aviation experience, at least five years of which have been in the specific discipline for which they apply; must be at least 35 years old, with no maximum age, and have adequate health. Following is a list of the types of vacancies ICAO is seeking applicants for: Engineers (Civil, Electrical/Mechanical, and Electronic); Electronics Technicians (COM, Nav aids, Radar); Aerodrome (operations management, financial/commercial management); Economists (air transport with government and/or airline experience); Aeronautical Training (management/advisors, Instructors - air/ground aviation subjects); Flight (examiners, operations, airworthiness); Aeronautical Maintenance and Air Traffic Services (instructors, radar advisors/equipment specialists, facility watch advisors, airspace planning, etc.). Applications should be sent to API-19 immediately.

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 or at manpower offices.

ATC EXAM OPEN

The Air Traffic Control Specialist examination for Grade GS-7 will be reopened on a nationwide basis from August 27 to October 5. Testing periods will be October 9-13 for applications received on or before September 14, and October 29 to November 3 for those received before October 5. To file, the applicant must submit a completed CSC Form 5000 AB, Admission Notice, to the Office of Personnel Management Area Office having jurisdiction over the test location where he/she wishes to take the written test. This form and a list of Air Traffic Control test locations can be obtained at any Federal Job Information Center, whose addresses and telephone numbers are listed under "U.S. Government" in all telephone directories.

SAFETY (From page 2)
the same seven months in 1978. Total accidents were down 6 percent from 2,585 to 2,437, fatal accidents 15 percent from 428 to 363 and fatalities 19 percent from 823 to 669. On the other hand, fatalities in scheduled air carrier operations increased sharply--from 9 to 281--during the January-July period due primarily to the DC-10 crash in Chicago on May 25. Fatalities in commuter airline operations also increased, from 22 to 48, whereas those in air taxi operations dropped from 51 to 46.

ELEVATORS GET FEELIES

To make things a little easier for the blind and people with severe sight problems, the General Service Administration is installing "feelies" on the FOB-10A elevators. Beside each floor button is the floor number in braille and raised print. Vicky Radcliffe, a blind employee working on the ninth floor, said she knows the building so well she does not need the raised numbers but added that the feelable numbers will be very helpful to blind visitors. She also said that having the numbers in both braille and raised format will be helpful to blind persons who do not know braille.

AWARDS AND REWARDS

The Office of Personnel and Training presented a Quality Increase to John Buck and a Special Achievement Award to Gale Tolson

STARS DISCUSSED AT NOON

The free lecture series at the air and space museum continues at the National Air and Space Museum each Thursday at noon. Entitled "Noontime with the Stars," the series uses the facilities of the Museum's Albert Einstein Spacearium to provide a 30-minute look at the current night sky. Visitors will see the seasonal constellations and locations of the moon, Mercury, Venus, Mars, Jupiter and Saturn projected on the 70-foot (21m) dome of the Spacearium. Changes to occur in the sky in the weeks to come will be noted as well. The Spacearium instrument is a Zeiss Model VI, which accurately projects some 9,000 stars, the Milky Way, nebulae, star clusters, the five planets visible to the naked eye, the Sun and the moon. It is recommended that visitors attending "Noontime with the Stars" be five minutes early; doors close promptly at twelve.

OLD IRONSIDES



Maybe it's time you took stock in an American tradition. One that made America great. By buying U.S. Savings Bonds, you provide the economic strength to keep our system going.

And does it pay off? You bet it does. 'Cause you make money while making America a better place to live.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-36 September 4, 1979

PROGRESS CITED ON DC-10 ACTIONS

The FAA investigation of the DC-10 accident identified a need for 84 safety actions, and the agency already has completed work on one third of these. According to an action summary, approved by the Administrator, 47 of the 84 actions were in the maintenance area, 25 were in engineering and manufacturing, two dealt with the leading-edge wing slats and 10 were classified as miscellaneous. Many of the maintenance items dealt with the inspection, removal and installation of the DC-10 engine pylons. The action summary notes that the agency already has issued a (See page 2)

SEPTEMBER PREVIEW

Congress returns to Washington after Labor Day with a number of DOT/FAA items targeted for early action.... On Sept. 5, the Senate will hold confirmation hearings on Transportation Secretary Neil E. Goldschmidt. The former Mayor of Portland, Ore., already has taken his oath of office under a statute that permits the President to make Cabinet appointments when Congress is in recess.... Both the House and Senate also have scheduled September hearings on proposed airport and airway legislation. The Senate sessions are slated for Sept. 10-13, with House taking (See page 2)

7 PERCENT PAY HIKE URGED BY WHITE HOUSE

Federal employees are now likely to get a seven percent raise in October, rather than the 5.5 percent that has been advocated by the Administration. The raise, which goes into effect in the first pay period after October 1, was announced on August 31 by the President. Congress now has 30 days to consider the proposal and either the Senate or the House could overturn it and recommend a larger increase.



TWO DIRECTORS NAMED

Benjamin Demps, Jr., Deputy Director of the Western Region, and Wayne J. Barlow, Deputy Director of Great Lakes, are both stepping up to Director positions. Barlow will head the Great Lakes Region, while Demps will run the Mike Monroney Aeronautical Center in Oklahoma City. Demps joined the agency as a controller at the New York en route center in 1956, rising to the position of Assistant Center Chief before moving to the New York Common IFR Room as Deputy Chief. He was selected for the Executive Development Program in 1972 and progressed to the job of Superintendent of the FAA Academy in 1976 and the number

(See Page 2)

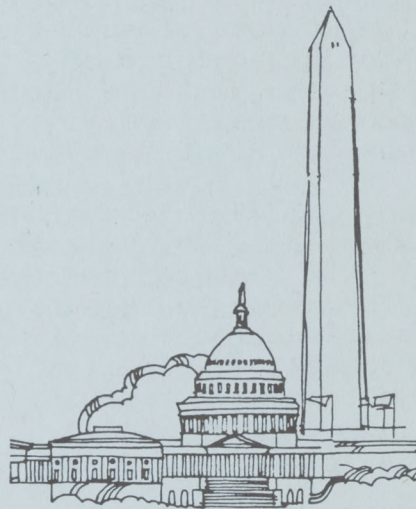
DC-10 (From page 1)

directive prohibiting airline operators from using procedures for removal of the engine and pylon assemblies as a single unit. FAA's investigation had disclosed that these procedures had induced cracks in the pylon assembly. In response to other recommendations, the agency has established a regulatory project to require airlines to notify FAA of certain modifications to their maintenance practices and procedures. Of particular concern is the fact that present regulations do not adequately define the difference between "major" and "minor" repairs. This is critical, since "major" repairs must be approved by FAA. Of the 84 recommended safety actions, the action summary shows that 32 percent have been completed, 48 percent will be done by mid-September, 64 percent by mid-October and 88 percent by mid-November. All are scheduled to be completed by the end of the year.

PREVIEW (From page 1)

up the subject on Sept. 18, 19, 25 and 27.... Turning from the Legislative to the Executive Branch, the National Transportation Safety Board will hold four days of hearings, Sept. 11-14, in Cambridge, Mass., on two commuter airline accidents. The first two days will cover the May 30 Downeast Airlines accident at Rockland, Me., with the last two days devoted to the June 17 Air New England crash at Hyannis, Mass... And FAA will hold a week-long regulatory review conference, Sept. 17-21, in Phoenix, Ariz., on design standards for a new class of light transport aircraft. The standards are intended to encourage the development of aircraft especially designed for the rapidly-growing commuter airline industry.... The agency also will begin a six-month operational

evaluation of its Visual Confirmation of Voice Takeoff Clearance System (VICON) Bradley Field in Hartford, Conn., on Sept. 18. VICON essentially is a system of traffic lights at major takeoff points to provide additional protection against runway collisions and near misses.... Administrator Bond's schedule, meanwhile, includes participation in a panel discussion at the NBAA annual meeting in Atlanta on Sept. 25 and the dedication of a new passenger terminal at Baltimore-Washington Airport on Sept. 29.

**DIRECTORS** (From page 1)

two job in the Western Region in February 1979. Barlow joined FAA in December 1959 as an electronic technician in the Western Region. He held a number of increasingly responsible jobs before his selection for the Executive Development Program in 1976. After completing that program, he was appointed Chief, Airports Division, Great Lakes Division, and subsequently Deputy Director. He has been serving as the region's Acting Director since John Cyrocki's retirement last August.

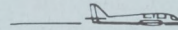
ICAO HAS JOBS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL 2 years - PC-26/79 Language Officer (Reviser) = two positions P-4, Gross: \$29,940; and Net (free of tax): \$20,209 without dependents and \$21,756 with dependents. PC-28/79 Technical Officer, OPS/AIR (Dangerous Goods), P-4, Gross: \$29,940; and Net (free of tax): \$20,209 without dependents and \$21,756 with dependents. Language Requirement (PC-26/79): A complete command of Russian as the native tongue or the language used for the purpose of education, with a thorough knowledge of French or Spanish, would be valuable additional qualification. Applications for PC-26/79 due in API-19 by 10/7/79; PC-28/79 due in API-19 by 9/7/79. Federal employees accepting ICAO assignments are entitled to restoration rights. Further information about salary, duties, qualifications, applications and benefits are available from your personnel office and can be found in Agency Order 3330.6B, Chapter 7.

STRICTER BATTERY STANDARDS SET

The agency has established stricter standards for the manufacture of lithium sulfur dioxide batteries to eliminate or minimize the possibility of their exploding in flight. The agency also has extended to March 28, 1980, the period during which aircraft can be operated without emergency locator transmitters that are powered by the lithium batteries. This will provide time for manufacturers to make and distribute batteries meeting the new standards. FAA ordered all emergency locator transmitters on aircraft in March of this year

after learning of a number of instances in which the batteries had exploded in flight, vented and leaked toxic and corrosive gases, or burned. The order affected approximately 60,000 aircraft.



AUTOMATIC WEATHER BRIEFER OKed

An automatic weather reporting system developed by a Columbus, Ohio, electronics firm has been approved by the FAA for use at non-tower airports. Called "Weather-Check," the system will provide around-the-clock, up-to-date broadcasts on weather and airport conditions. Here's how it works: Meteorological data collected by sensors around the airport, are fed to a micro-computer that generates a voice briefing for broadcast over a VOR or non-directional beacon. By tuning into the proper frequency, pilots will receive a report, updated every ten seconds, that will include: altimeter settings, wind direction and velocity, surface temperature, dew-point, density altitude, notices to airmen (NOTAMs) and other airport information. The "Weather Check" system was developed by Artais, Inc. of Columbus, and it was approved by FAA after factory testing and a 90-day operational test at Shenandoah Airport in Staunton, Va. The system is similar to the WAVE (for Wind, Altimeter, Voice Equipment) that is being tested by FAA and the National Oceanic and Atmospheric Administration at Frederick, Md. Airport sponsors who purchase the "Weather Check" system from Artais must sign an agreement with FAA to have it installed, maintained and operated according to FAA standards.

INFLUENZA VACCINE AVAILABLE

Influenza vaccine will be offered to employees with chronic illnesses and to adults over 65 years of age, or high risk individuals. Conditions predisposing to such risk include: acquired or congenital heart diseases, chronic pulmonary diseases, bronchiectasis, tuberculosis, asthma, cystic fibrosis, renal, anemia and metabolic diseases. Employees in critical positions should receive the vaccine unless there are good reasons not to do so. The vaccine will be given at the following locations: FAA Headquarters Building FOB-10A on September 4-7, from 9-3 p.m., Room 327; Dulles International Airport Health Unit on September 6 and 7, from 9-5 p.m., Room G432; Washington National Airport Health Unit on September 11 and 12, from 9:30 a.m. to 4:30 p.m., Room 56.

TOASTMISTRESSES TO MEET

Federal Aviation Toastmistress Club will start its 1979-80 term, Wednesday, September 5, in FOB-10A, Room 5B and C at 12 Noon. Guests are welcome. For further information call Naomi Kveen, Ext. 63210.

MISS NAFEC VIES FOR MISS AMERICA CROWN

The 1976 Miss NAFEC, Mary Carol McGinnis, daughter of Seward G. McGinnis, Airspace and Procedures Branch, Flight Operations, is headed for the Miss America pageant in Atlantic City next month. Mary Carol, who lived in the Atlantic City area because her father was stationed at NAFEC, now lives in nearby Somers Point where she teaches music. Although she has been interested in beauty contests most of her life, the first she won was the one



MARY CAROL MCGINNIS—MISS NEW JERSEY 1979-80

at NAFEC. Since that time she has gone on to be selected as Miss New Jersey, and it is as Miss New Jersey that the 22-year-old beauty will appear in the annual Miss America pageant. During the pageant she will be competing with winners from the other 49 states for a \$20,000 prize and the honor of being Miss America. Her father said the family, Mary Carol included, is facetiously estimating the chances of her winning at about 50 to one. He said this is a good, safe way to look at it.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-37 September 10, 1979

FAA DROPS AIRSPACE PROPOSALS

Administrator Bond has withdrawn proposed rules for expanding the amount of en route airspace subject to air traffic control and placing more requirements on non-instrument pilots using that airspace. Bond said the withdrawal of the en route proposals does not change agency plans to propose new or revised terminal control areas (TCA), which FAA announced in January at the same time it issued the en route proposals. However, six of the 44 new candidate sites have been withdrawn following regional meetings between FAA and the (See page 3)

CBS EYE SCANS BOND

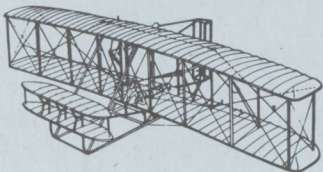
Administrator Bond was interviewed on September 5 by Dan Rather of CBS "60 Minutes" for a forthcoming program segment dealing with the subject of general aviation aircraft safety. The hour-long interview covered a broad range of topics including the general aviation safety record and what FAA is doing to improve it, certification procedures for general aviation aircraft, standardization of instrument panels in these aircraft, qualification of flight instructors and the biennial flight review and other programs for upgrading the skills of private and business pilots. The program is expected to air this fall, but no date has been set.

COURT REJECTS PATCO BID

A U.S. District Court judge last week turned down a PATCO request to stop the agency from implementing changes to the Aviation Safety Reporting Program while the disputed changes are in arbitration. At issue are the changes to the ASRP announced by FAA in March, which modify the criteria for granting blanket immunity to persons reporting violations. PATCO took the agency to court contending that the changes violate contract provisions. It argued that FAA should be enjoined from taking disciplinary action against controllers under the modifications while the dispute is being arbitrated. FAA, on the other hand, argued that it should be allowed to proceed, noting that an arbitrator will decide whether the changes to the program comply with the terms of the FAA/PATCO contract. The judge ruled that the union failed to make its case that PATCO or its members would suffer irreparable harm if the injunction were not granted. He also concluded that "the union had failed to demonstrate that it is likely to prevail on the merits" of the case and that public interest would not be served by the issuance of an injunction. The judge, therefore, denied the union's motion and dismissed the case.

WASHINGTON FLEXTIME APPROVED

A recent order authorizing the Associate Administrator for Administration to establish flexitime programs (subject to the prior approval of the Assistant DOT Secretary for Administration) has resulted in the development of an Alternative Work Schedules Program for FAA. Under this program, employees in the Washington, D.C., metropolitan area (excluding those working rotating shifts) will be able to participate in a limited form of flexitime. The new program will provide for variable start times, at half-hour increments, between the hours of 7:30 a.m. and 9:00 a.m. Work schedules will continue to be the basic eight-hour workday (plus a 30-minute lunch break) and the 40-hour workweek. No compressed work schedules will be permitted. Normal business hours will remain as currently established. Participation in the program will be voluntary. However, all requests for changes to work schedules must be approved by the employee's immediate supervisor prior to the beginning of a pay period. Changes to work schedules may be made as frequently as each pay period although not during a pay period. Authority to approve a subordinate organization's participation in this program will be delegated to Office/Service Directors. Complete information will be provided to employees and supervisors at a later date.

**FAA BUYS THREE KING AIRS**

The agency has awarded a \$2.4 million contract to the Beech Aircraft Corp. for three King Air twin-turboprop aircraft. They will be used in the regions for air traffic control evaluation, pilot proficiency training and transportation. The purchase of the new aircraft will allow the agency to retire three or more older aircraft, including a Boeing 720 now based at the Aeronautical Center. The 720 is being retired because there are less than 20 of them remaining in the civil fleet and there is little need to maintain FAA pilot proficiency in the aircraft. It also is noisy and a fuel guzzler. The three King Airs will be delivered early next year, but it has not been decided yet which regions will get them.

WOMEN'S PROGRAM COORDINATOR

Marian P. Woods has been named National Women's Program Coordinator in FAA's Office of Civil Rights. A career Equal Opportunity Employment Specialist, Ms. Woods will be responsible for overseeing and coordinating the various agency programs designed to recruit more women for the professions and help those already on board move up the ladder. A Counseling Psychologist, Ms. Woods will be available for personal discussions on career development and other subjects of concern to women, such as sexual harassment. Prior to joining FAA, she was an Area Director of Civil Rights for the Environmental Protection Agency. She also has worked in the EEO field at the Commerce Department, U.S. Community Services Administration and HEW.

Grade	Proposed October Pay Raise for Federal Employees									
	Longevity steps									
	1	2	3	4	5	6	7	8	9	10
1	7210	7450	7690	7930	8170	8410	8650	8890	8902	9126
2	8128	8399	8670	8902	9002	9267	9532	9797	10062	10327
3	8952	9250	9548	9846	10144	10442	10740	11038	11336	11634
4	10049	10384	10719	11054	11389	11724	12059	12394	12729	13064
5	11243	11618	11993	12368	12743	13118	13493	13868	14243	14618
6	12531	12949	13367	13785	14203	14621	15039	15457	15875	16293
7	13925	14389	14853	15317	15781	16245	16709	17173	17637	18101
8	15423	15937	16451	16965	17479	17993	18507	19021	19535	20049
9	17035	17603	18171	18739	19307	19875	20443	21011	21579	22147
10	18760	19385	20010	20635	21260	21885	22510	23135	23760	24385
11	20611	21298	21985	22672	23359	24046	24733	25420	26107	26794
12	24703	25526	26349	27172	27995	28818	29641	30464	31287	32110
13	29375	30354	31333	32312	33291	34270	35249	36228	37207	38186
14	34713	35870	37027	38184	39341	40498	41655	42812	43969	45126
15	40832	42193	43554	44915	46276	47637	48998	50359	51720	53081
16	47889	49485	51081	52677	54273	55869	57465	59061	60657	
17	56099	57969	59839	61709	63579					
18	65750									

The statutory limit on federal pay is \$47,500.

Airspace Proposals (From page 1)
 public. They are: Des Moines, El Paso, Jacksonville, Lihue; (Hawaii), Salt Lake City, and Tucson. Other proposed sites may be dropped later. Bond said his decision to withdraw the en route proposals came after FAA's review of extensive public comment on the proposals and analysis of other related data and information indicated there may be more effective alternatives for achieving the agency's safety objective. Bond said the withdrawal affects only the specific proposals announced in January, and he restated his commitment to find effective solutions to the en route collision threat. Bond said he has expanded the FAA's ongoing study of the nation's airspace and that this study remains a high priority of the FAA. He said the study will involve increased consultation with airspace users and direct public participation in the development of alternative measures for reducing the risk of midair collisions. Specifically, FAA has dropped its proposal to lower the floor of positive control airspace from

18,000 ft. to 12,500 or 10,000 ft. (depending on location). The proposal also would have required pilots operating under visual flight rules in this airspace to file flight plans, maintain communications with air traffic control, and adhere to air traffic control clearances and instructions.

EXECUTIVES' PAY IN HOLDING PATTERN

Not all the Government's "GS" employees are assured of a raise come October. Those who have reached the \$47,500 statutory Federal pay limit will get a raise only if members of Congress do. Under the Federal pay act, Senators and Representatives are supposed to get the same increase as civil servants and military personnel. But they can elect, as they have in the past, to defer all or part of this increase. A decision must be made by the end of September and what Congress does will determine if top-level GS'ers get the seven percent pay boost recommended by the White House, a lesser amount or nothing at all.

NATIONAL HISPANIC HERITAGE WEEK

The new Secretary of Transportation, Neil Goldschmidt, is scheduled to open National Hispanic Heritage Week Sept. 10 with remarks at 10 a.m. in Room 2230 of the Nassif Building. He will be followed throughout the week by a number of prominent guest speakers, events and activities designed to recognize the over 10 million Americans of Mexican, Puerto Rican, Cuban and other Latin American backgrounds who speak Spanish as their main or secondary language. Included among the guest speakers are Ed Pena, former national president of the League of United Latin American Citizens; Juan Ramirez, Director of OPM's Office of Hispanic Employment Program; and Capt. Manuel Jimenez of Puerto Rico International Airlines, Inc. (PRINAIR). Capt. Jimenez is Chairman of Commuter Airlines Committee for the Air Line Pilots Association (ALPA) and serves as Center Safety Chairman for PRINAIR pilots. Capt. Jimenez will speak at 2 p.m., Sept. 14, in the FAA auditorium. Among the week's activities are a Hispanic Business Seminar, Latin American Arts and Crafts Exhibit and a fiesta in the DOT cafeteria. Check the schedule of other speakers and events posted throughout the FAA building for times and places.

TOASTMASTERS HOLD CONTEST

The local chapter of Toastmasters International will hold a humorous speech contest, Tuesday, Sept. 11, at noon, in conference room 9B. You are cordially invited to come laugh with (or at) the four contestants who will be vying for the first place trophy and the chance to move on to area and district competition.

SRDS CONTACT REESTABLISHED

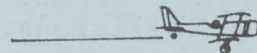
If you couldn't get anyone in SRDS on the phone last week, try again this week. The big migration from the Trans Point Building to the Nassif Building is scheduled for completion on September 13 with the shift of ARD-400. All telephones should be hooked up and working by the end of the week. Most of those involved in the move will retain their old phone numbers, but there will be some changes to reflect recent organizational shifts. SRDS plans to publish a directory of the revised organization with appropriate phone numbers very soon.

AWARDS AND REWARDS

The Office of Aviation Medicine has presented Quality Within-Grade Increase Awards to Patricia A. Myers, Georgene Richko and Richard H. Whaley. Special Achievement Awards went to Charles O. Ensor and George M. Smith, M.D.

SCHOLARS WANTED

There's still time--if you move fast--to enroll in the fall term of the University of Southern California's Master of Science in Safety program. Classes begin Sept. 17 and run through November 10 in the Forrestal Building. Three safety courses are being offered this term: Human Factors in Accident Causation, Legal Aspects of Safety, and Systems Safety Engineering. Both degree and non-degree students are welcome. Call 521-5025 or 321-7057 for additional information.



FOM INTERCOM HEADQUARTERS

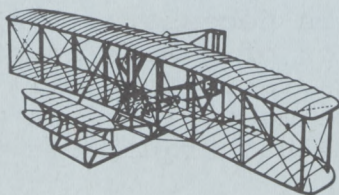
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-38

September 17, 1979

NAFEC TESTS "TRAFFIC LIGHT"

On September 25, NAFEC will start a six-month feasibility demonstration of an experimental light system at Bradley International Airport. It is designed to provide visual confirmation (VICON) of take-off clearances issued via radio by tower controllers. The green light, located near the point where a take-off is authorized, will be turned on by the controller and indicates to the pilot that the take-off clearance issued to him by radio is confirmed. The system is intended to preclude commencement of a take-off before a clearance is issued via radio by the tower controller. NAFEC Acting Director, Joseph M. Del Balzo said the reactions of both pilots and controllers to the tests would be vital in determining not only the acceptance of the new traffic lights but also the scope and dimension any such system should take in the future.



E-MSAW GETS FIELD TRY-OUT AT ALBUQUERQUE CENTER

The En Route Minimum Safe Altitude Warning (E-MSAW) system has moved into the field evaluation phase and is currently undergoing facility testing at the Albuquerque Center. The tests, which are expected to run until October 10, are being carried out during low-traffic periods. After October 10, operational testing is expected to begin with controllers using the new system at selected sectors. E-MSAW is an add-on to the already functioning en route computer program and works like an expanded version of the terminal MSAW system now operational at all 60 plus ARTS III sites. The center areas are broken into numerous polygonal E-MSAW areas with three to ten sides. For each of these areas, a minimum safe altitude, depending on terrain and obstacle height, is programmed into the computer. When the computer detects an aircraft at a potentially unsafe altitude with respect to terrain or obstructions, a warning--the flashing letters "MSAW"--appears on the controller's radar scope above the appropriate aircraft (See page 2)

PARRISH NAMED DEPUTY DIRECTOR

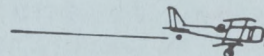
Lonnie Parrish, the Southern Region's Air Traffic Division Chief has been appointed Deputy Director of the Eastern Region. A 27-year FAA veteran, Parrish joined the agency in December 1952 as an Airways Operations Specialist (FSS specialist) in the Eastern Region and a year later became a controller at the Washington Center. From February 1961 to December 1967, he held staff jobs in Washington and Kansas City and then was appointed Chief of the Indianapolis Center. In June 1970, he became Chief of the ATC System Command Center in Washington. Before going to the Southern Region to head the ATC division in September 1973, he was Chief of the Program Management Staff in the Office of the Associate Administrator for Operations.

OPAQUE SHADE TRIED IN TOWER

An opaque shade, designed to eliminate sun glare on controllers' BRITE radar displays, has been developed by NAFEC for the Terminal Radar Approach Control cab at Gulfport-Biloxi (Miss.) Regional Airport. NAFEC was asked to develop the shade when Gulfport controllers complained of interior sun glare affecting their ability to see data displayed on their scopes. The usual translucent shades were replaced with the opaque shades for a 60-day evaluation period. Tower chief Lloyd K. Alley reported that controllers agreed unanimously that the opaque shades were an operational asset to the facility. Other facilities interested in a possible evaluation of the opaque shades should contact ANA-210 at NAFEC.

BE A POET AND KNOW IT

Civil Service Poetry, an anthology published in England each year has been expanded and now will include poems by U.S. and European civil servants. Contributions to the 1980 edition should be sent to Ernest Meadowcroft, EMMA, Ardent House, Sunny Point, Walton-on-Naze, Essex, England CO14 8LD before November 15. Poems should be no longer than 28 lines and should be accompanied by a statement that the poem is an original work.

**SOLAR PLANE ECLIPSED**

The world's first solar-powered airplane will not fly again no matter how brightly the sun may shine. The ultralight, tailless biplane--called the "Solar Riser"--has been donated to the Experimental Aircraft Association's museum near Milwaukee, Wis. But its designer, Larry Mauro, already is working on a new version that will have two to three times as many solar cells as the original. The first Solar Riser used 600 solar cells to generate electricity for a four-horsepower motor. The aircraft made about a dozen flights climbing to 40 feet and covering a mile under the best conditions.

E-MSAW(From page 1)

target prior to actual penetration of the E-MSAW area. The controller then can evaluate the situation and take whatever action is necessary. Implementation of E-MSAW in other en route facilities will depend in large measure on the progress of the Albuquerque test program.

ICAO HAS JOB OPENINGS

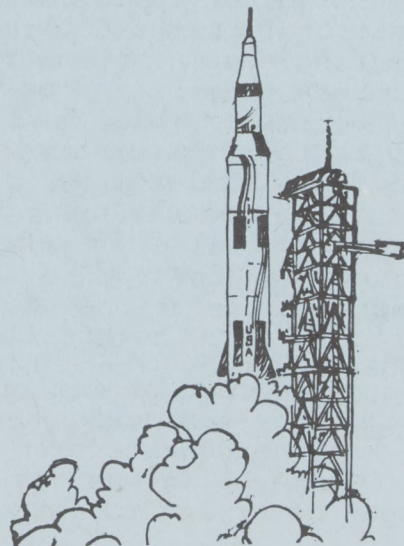
The International Civil Aviation Organization (ICAO) is trying to fill a two-year assignment in Lima, Peru. The job is identified as PC=27/79 Air Transport Officer, P=3. The gross pay is \$23,910 and the net (free of tax) is \$16,978 without dependents and \$18,193 with dependents. A command of Spanish and a good working knowledge of English is essential. Applications are due in API=19 by 10/2/79. Further information about duties, salary, qualifications, applications and benefits is available from personnel offices and can be found in Agency Order 3330.6B, Chapter 7. Employees accepting ICAO assignments are entitled to restoration rights.

HIRING CHANGES COMING

Major changes in the Federal hiring process that will give employing agencies more responsibility for assessing applicants' qualifications will be implemented in January by the Office of Personnel Management (OPM). The changes, which will be implemented under the Civil Service Reform Act of 1978, are designed to speed the hiring process and eliminate the over-centralization and lack of variety and flexibility in the examining system for employment. Other changes will provide for recruiting within specific groups or professions where appropriate, for expanded use of direct-hires to enable agencies to make on-the-spot commitments in shortage situations and for revising examination procedures to enable agencies to fill positions in a more timely fashion. To accomplish this plan, OPM developed a model competitive staffing system and are working on other operational improvements.

SPACE PILOTS SOUGHT

The National Aeronautics and Space Administration (NASA) needs a limited number of military or civilian persons as astronaut candidates in a one-year training and evaluation assignment with the possibility of selection as space shuttle pilots or mission specialists. Requirements are: pilots must have 1,000 hours first pilot time in high-performance jet aircraft; bachelor's degree in engineering, physical or biological science, or mathematics (advanced degree or equivalent experience); and pass NASA flight physical (height 64-76 inches desired). mission specialists must have same degree as pilots; three years related experience; and pass physical (height 60-76 inches desired). Salaries for successful civilian candidates will be GS-11 through GS-14, and applications will be accepted at the following address between October 1 and December 1, 1979: Astronaut Candidate Program, Code AHX, NASA Johnson Space Center, Houston, Texas 77058.



BATTLE OF MIDWAY REMEMBERED

If you read the book and saw the movie, you'll now want to hear a first-hand account of the famed Battle of Midway by three of those who were there, including Captain George Gay, the lone survivor of Torpedo Squadron Eight. The date for this seminar on the naval battle that turned the tide of World War II in the Pacific is September 20 (8 p.m.), and the place is the theater at the National Air and Space Museum. Participating with Captain Gay in the seminar will be Admiral John Thach, who led the fighters from the U.S. Yorktown, and Rear Admiral Max Leslie, who led the dive bombers from the same carrier. Admission is free.

FANS NOT ALLOWED

In spite of energy conservation cooling and heating restrictions, portable fans and portable space heaters are still forbidden in Federal buildings, according to a memorandum being circulated by the General Services Administration. The memorandum states that these devices will continue to be prohibited except where an exemption is granted in response to a special justified need. The memorandum also served to mark the transition from the cooling to the heating season and to remind employees that heated buildings will be cooler this year. According to the President's mandate, buildings will not be heated above 65 degrees during working hours or above 55 degrees during non-working hours.

AUGUST RETIREES

As another Washington winter approaches, the idea of retiring in a warm, sunny environment has beckoned many headquarters employees. Or maybe it was just the thought of trying to get

home from work during one of our incredible snowstorms that did it. Or, could it have been that 6.9% COLA? Whatever the reason, 25 headquarters employees decided August was the time to retire. By Office/Service, they are: AAP: Merritt O. Chance; ARD: Norman R. Edwards, Newell R. Anderson, Cole H. Morrow, Ralston Bailey, Joseph W. Howell, George P. Bates, Jr.; AMA: Kenneth R. Shelton, Marion G. Horne, Harold E. Nichols, Matia Osmus, John M. Smith, ALG: Walter Debele; AAT: Edith G. Porter; AMS: John A. Nugent; AIA: Julianna Kaplun; AAA: Edith Durant, Charles H. Munson, William A. Wagner; AAF: Warren C. Sharp; ABU: Bernice M. Deutrich; AAM: Edwin A. Richardson; AEM: James Sturgill; APT: Ann S. Gettman, and James J. Strnad.

MONEY MATTERS STUDIED

The FAA Club invites employees to a five-session lunchtime Investors Workshop in Conference Room 5AB at 12 noon to 12:45 on Sept. 19 and 26 and Oct. 3, 10 and 17. Featured in Session I will be, General Investment; Session II: Fixed Income Investments; Session III: Tax Deferred Annuities; Session IV: Oil and Gas Tax Preferred Investments; and Session V: Real Estate Investments.

REGULATION CHANGES POSTED

The Office of Personnel and Training has announced that notices of proposed changes to Federal Personnel regulations are being posted on the bulletin board in the Employment Branch, APT-150, Room 512. The proposed changes are being made available by the Office of Personnel Management in the event employees wish to review them and comment.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-39 September 24, 1979

GOLDSCHMIDT CONFIRMED

Neil Edward Goldschmidt, formerly the youngest mayor of Portland, Ore., was expected to be confirmed September 21 as the youngest Secretary of Transportation. The 39-year-old Goldschmidt who fills the vacancy created by the resignation of Brock Adams, has been serving as Transportation Secretary on a "recess appointment" since August 15. During his confirmation hearings, Goldschmidt said he planned to create a blue ribbon panel to review "the capacity of the FAA to carry out its obligation to ensure safe airline travel and airport operations." He also promised to work closely with Administrator Bond and provide the Secretarial support necessary for FAA to accomplish its mission.

NEW OFFICES SET UP

The agency has established two Technical Field Offices at NASA research centers. The offices were set up to be certain FAA does not duplicate testing capability already available and to be sure FAA makes full use of the NASA facilities. The new offices are at Ames Research Center, Moffett Field, Calif., and Langley Research Center, Hampton, Va. Some of the simulation facilities available at Langley are wind-tunnels, (See page 2)

FAA PHASE-OUT IN PANAMA TO BEGIN NEXT MONTH

On October 1, 1979, when the Panama Canal Treaty goes into effect, the Canal Zone will cease to exist. Although FAA operations in Panama will not be affected immediately by this historic event, the FAA phase-out will begin on that date, according to the aviation agreement signed by Administrator Bond on January 8, 1979. If this agreement is ratified by the Panamanian government, on October 1, 1981, the International Flight Service Station at Balboa will be turned over to the Panamanians, and on October 1, 1983, all air traffic control facilities in Panama and the responsibility for all maintenance, except maintenance of radar, will be handed over. Also, according to the aviation agreement schedule, on October 1, 1984, all facilities and operations in Panama, including radar maintenance, will be ceded to the Panamanians. Until the phase out is complete in 1984, FAA employees will continue to live in Cardenas Village, a housing development set aside for agency personnel. Currently FAA employees in Panama are training and phasing in the new Panamanian workforce. As the Panamanians take over, U.S. citizen employees are returned to the U.S. and reassigned.

BETWEEN THE DEVIL AND THE DEEP BLUE SEA

Ahead of the single-engine air taxi aircraft was a line of thunderstorms that reached up to 54,000 feet. Behind the solitary plane, flying in the shadow of the black clouds, was the open Atlantic Ocean. Back at Quonset, R.I. TRACON, controller Mark Massie was confined to a windowless room as he tried to guide the plane through the seemingly impenetrable storm. However the pilot of the plane facing the storm did not answer his radio call, and the radar controller was helpless to do anything as he watched the plane's altitude reading on his radar scope drop from 5,000 to 900 feet. When Massie finally got an answer to his radio calls, the pilot said he had been in an uncontrolled dive and would not enter the storm again. This did not simplify the controller's task, but he continued to search for soft spots in the storm until he found a corridor and vectored the plane to the Newport, R.I., State Airport, where the plane made a safe landing.... During the month of August 1979, 252 flight assists were reported--95 by flight service stations, 127 by towers and 30 by centers. There were a total of 513 people reported on board the aircraft involved. The primary causes for the assists included 146 lost pilots, 35 low on fuel and 40 involved in adverse weather.

SHORT WORKWEEK TRIED

Rocky Mountain Regional Office employees are participating in a compressed workweek experiment along with 15,000 other Federal workers in the Denver, Colo., area. The regional office employees now work four 10-hour days a week. This gives them a full 40-hour

week and allows them to take off either Monday, Friday or Wednesday in addition to the weekend. The new regional office hours are 7 a.m. to 5:30 p.m., five days a week, which means the office is open to the public for business an additional two hours each day or 10 hours a week. Although an official evaluation of the program will not be made until it has run for some time, unofficial comments are positive. An FAA spokesman in the mile-high-city said that the four-day week was "great," even though the 10-hour day took some getting used to.

NOTHING NEW UNDER THE SUN

The Sitka, Alaska, flight service station is setting up a new navigation system in the Sitka area. The system, which relies on neither transistors nor tubes, has gone through years of operational testing and has been found adequate in clear weather. The new system involves painting village names on roofs or other prominent spots. The project was initiated by FSS Chief Homer Sutter, who is coordinator and catalyst with the communities involved. The Washington headquarters Air Marking Staff, which for years was responsible for air markings across the country, was discontinued in 1972.

NEW OFFICES:om page 1)

aircraft simulators, runway control simulators, noise labs and ditching facilities. Moffett Field has helicopter testing facilities, wide-body jet simulators, heads-up instrument displays and wind tunnels. For more information on test capabilities at each location, the FAA contacts are Harry Verstynen at Langley (8-928-4595) and Jack Cayot at Moffett (8-448-5051).

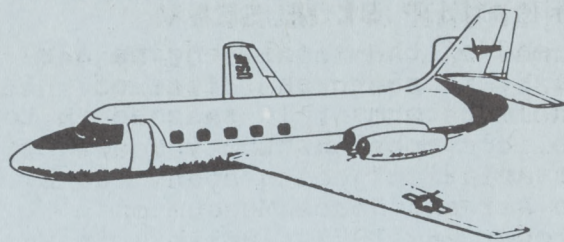
FAA HELPS FUND "TV WEATHER"

The agency will provide partial funding for the second year of the popular "AM Weather" television program that helps general aviation pilots plan their flights. Produced by the Maryland Center for Public Broadcasting in cooperation with the Weather and Satellite Service of the National Oceanic and Atmospheric Administration, the 15-minute weekday program is aired at 6:45 and 8:45 a.m. It features weather maps, satellite motion sequences, radar reports, extended forecasts and other data necessary for sound flight planning. Weather is a major cause of accidents among general aviation pilots.

CESSNA CONQUEST CLEARED

The agency issued an airworthiness directive on September 18 that's aimed at getting the Cessna Conquest flying again. All 106 of the light, twin-turboprops have been grounded since May 25 because of problems with the tail assembly and trim tab actuator system. To overcome these problems, Cessna redesigned the tail assembly to include a new horizontal stabilizer, new elevators, heavy duty, dual trim tab actuators and improved aft fairing. The company plans to ship the redesigned tail assemblies to Conquest owners for installation in the field. Acting Central Region Director Paul Baker said the new design had passed all FAA tests and met all pertinent regulatory requirements. He noted that FAA inspectors will monitor the installation of the new tail assemblies on each U.S. registered Conquests. Once the installation process is completed and approved, the aircraft's airworthiness certificate will be reinstated.

MORE PASSENGERS ALLOWED IN COMMUTER PLANES



The agency plans to allow air taxis and commuter airlines to carry more passengers in certain aircraft. The change will permit an increase in passenger seats on these aircraft from the present limit of 9 to as many as 19, making them more suitable for use by the rapidly-growing commuter airline industry. Specifically, the new rule affects propeller-driven, multi-engine airplanes certificated in the "small" or "normal" category that weigh up to 12,500 pounds and have no more than nine-passenger seats for air-taxi operations. Examples are the Swearingen SA226TC, Beech 200 and Piper PA-42. Under the new rule, "small" aircraft can be recertificated to higher weights to accommodate not only the installation of more seats but also additional navigation equipment, increased fuel capacity and additional public conveniences, such as lavatories and food galleys. However, to qualify for recertification at maximum weights in excess of 12,500 pounds, these aircraft must meet stricter performance requirements and special safety requirements in such areas as fatigue evaluation of flight structures, doors and emergency exits, fire detection and extinguishing systems, fuel-system crashworthiness and self-extinguishing cabin interior materials.

FORMER ADMINISTRATOR TO SPEAK AT MUSEUM

Former FAA Administrator Najeeb Halaby is among the distinguished panelists who will speak at the public symposium "Forty Years of Jet Aviation" being sponsored by the Air and Space Museum on October 26, 1979. Halaby, in an address to begin at 2 p.m. in the NASM theater, will tackle the problem directly. His topic is "The First Forty Years of Jet Aviation." Other speakers and their topics are:

- "The Birth of Jet Aviation in Great Britain," 9:15 a.m. Air Commodore Sir Francis Whittle--the first to successfully operate an aeronautical turbojet engine, April 1937.
- "The Evolution and Future of Aeropropulsion Systems," 10:30 a.m. Dr. Hans J. P. von Ohain--led research and development program that resulted in the first flight of a jet aircraft.
- "Flying Jet Aircraft and the Bell XS-1," 1 p.m. Brigadier

General Charles E. Yeager, USAF (Ret.)--the first man to travel faster than the speed of sound, October 1947.

● "Jet Aviation Development: A Company Perspective," 3 p.m. John E. Steiner--the vice-president of corporate product development for the Boeing Company.

BLACK PILOTS FEATURED

One of the Great Lakes Region's special photo exhibits was on display at the Air and Space Museum on September 22. The display, which contains pictures of Chicago's early black pilots, was in the Pioneers of Flight Gallery of the museum for ceremonies honoring black aviation pioneers. Featured in the display are pictures of the first major aviation training school for black pilots. Located at Harlem Airport in Oaklawn, near Chicago, the school was named the Coffey School of Aeronautics.

What Bonds are for...

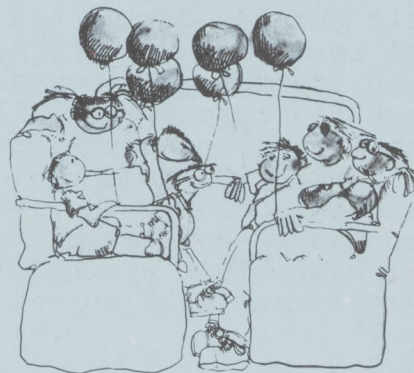
Bonds are for saving up for a down payment on a house.



Bonds are for little tiny babies who've just been born.



Bonds are for vacations.



FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-40 October 1, 1979

ASSOCIATE ADMINISTRATOR NAMED

Dr. Bill Wilkins, professor of economics and president of the Faculty Senate at Oregon State University, has been appointed Associate Administrator for Policy and International Aviation Affairs. Wilkins, 48, is a specialist in international economics and economic policy-making, with an emphasis on aviation transportation and resource problems. A colonel in the Air Force Reserve, he logged some 3,000 hours of military flying time, including a combat tour in Korea, and is an active general aviation pilot, holding a commercial license with an instrument rating. He is expected to assume his FAA duties in early October.

OCTOBER PREVIEW

October has been designated as International Energy Conservation Month by the United States and 19 other major industrial nations to promote the efficient use of energy worldwide. FAA will participate with an "Energy Awareness Week," Oct. 22-26..... An FAA-sponsored medical panel, reviewing the "Age 60" retirement rule for airline pilots, will hold its second formal meeting Oct. 2-3 in Los Angeles. The committee expects to complete its work with a report to the Administrator early next year..... The 12th Annual (See page 2)

MORE ARTS II BOUGHT

The agency has purchased another \$5 million worth of computerized air traffic control equipment to provide an additional measure of efficiency at nine U.S. airports with rising traffic levels. This brings to 80 the number of U.S. airports scheduled to be equipped with automated radar terminal systems known as ARTS II by the end of 1980. To date, 44 of the systems have been installed and 27 have been commissioned. Essentially, the ARTS II equipment allows controllers to devote full attention to the job of keeping traffic safely separated in the terminal area. It does this by providing a readout on their radar scopes of essential flight information, such as aircraft identity and altitude. Now, controllers must get this information through radio contact with pilots and keep track of it on pieces of paper.

BIGGER PAYCHECKS COMING

There should be more money in Federal employees' paychecks this month. The seven percent, 1979 comparability pay hike goes into effect in pay period 22, which is the first full pay period after Oct. 1. For most employees, this means that the raise will be reflected in the check received Oct. 30 or 31. (see page 3)

PREVIEW(From page 1)

DOT Awards Ceremony will be Oct. 9 in Washington with Secretary Goldschmidt serving as host and presenter. A number of FAA employees are among those scheduled to be honored..... Also on the schedule for Oct. 9 is a Congressional hearing on the DC-10. This one will be held by the House Government Operations Subcommittee on Government Activities and Transportation..... Deputy Administrator Taylor and other key FAAers will participate in the Air Traffic Control Association yearly gathering in Atlantic City, Oct. 15-19. The theme of this year's meeting is "Impact of Technology on People"..... FAA's fifth annual Aviation Forecast Conference is set for Oct. 23 in Silver Spring, Md. Discussions will focus on the annual update of the agency's "Aviation Forecasts"..... National winners of the Aviation Mechanic and Flight Instructor Award Programs will be honored in Washington ceremonies on Oct. 23. Associate Administrator Charles Foster will present awards.

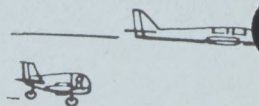
UNUSUAL PILOTS CERTIFICATED

A double amputee, an octogenarian and a 26-year old aviation pioneer all have been awarded pilot licenses in recent weeks. Bryan Allen of Bakersfield, Calif., the 26-year-old bicyclist who was the first person to successfully fly a man-powered plane and later the first to pedal a plane across the English Channel, now is-eligible to pilot-powered planes as well. Recently he flew his first solo in a powered plane and is now authorized to fly without an instructor. Andrew Hallenback Meermance of Miami earned his first license in 1917, before the U.S. Government was even issuing

certificates. Recently the pilot who was taught to fly by Glen Curtiss renewed his student glider pilot certificate for another two years. He is now 84 years old. Arthur Zervas of Burlington, Mass., this summer became the first double amputee in aviation history to obtain an instrument flight instructor certificate.

DOZENS SAVED

Pilots calling into the Ontario, Calif., TRACON with emergencies received an unusual answer one recent Sunday afternoon. They were told that the emergencies were queued-up, "There are two or three emergencies before you, sir," is how the harassed controllers put it. VFR pilots returning home that Sunday had run into an unusual situation. There was a line of cumulus clouds hidden in the normal smog. During a two-and-a-half-hour period the TRACON controllers handled 14 emergencies and saved dozens of lives. They brought in 14 planes, loaded with passengers and flown by 14 lost and dis-oriented pilots. The controllers taught instrument flying as they guided the planes through the clouds to safety. For the job that was described by facility chief James Holtschaw as "super," the controllers all received letters of commendation from team supervisor Philip Argyle, who received a commendation letter from the chief. The controllers involved were: Ken Hawkins, Sam Wooten, John Williams, Gary O'Neill, Wayne Mishak, Richard Roberts, Otis Hussey, Tom Green, Tom Schreyer and Larry King.



FAA TARGETS "COCKROACH" OPERATORS

Administrator Bond last week announced that FAA shortly will propose a new Part 125 to the Federal Aviation Regulations to provide for the safe operation of some 1,200 large piston- and jet-powered aircraft now being flown as "private" carriers. Bond noted that a prime target of the new Part 125 are "unscrupulous operators who use legal subterfuges" to circumvent the FAA rules governing commercial carriers and said its adoption would help eliminate "Cockroach Corners" at airports. In a speech to the National Business Aircraft Association in Atlanta, he said: "The philosophy behind Part 125 is that standards of maintenance and operations ought to be linked to the size of an airplane--not to the way the plane is used. At present, a Cessna 150 and a Boeing 747 can both be operated under Part 91 (General Operating and Flight Rules). The potential threat to safety is obvious." In addition to upgrading safety levels, Bond pointed out that the new regulation would save FAA investigators and lawyers thousands of hours trying to determine whether certain uses by large aircraft meet the test for commercial operations. "The hours spent dealing with these essentially economic and legal questions could be better spent dealing with actual questions of air safety," he added.

BIGGER PAYCHECKS (From Page 1.)

The exact date depends on how rapidly each region's Treasury Disbursing Center gets out the checks. Washington headquarters employees, for instance, will see the hike in the Oct. 31 check.

BISBO NAMED DIRECTOR

James Bispo has been named the director of the Airway Facilities Service. He succeeded Warren Sharp, who retired at the end of August. Mr. Bispo had been serving as the deputy director since 1975. His 21-year career with FAA also includes assignments as chief of the Pacific Region's Budget Division, FAA area manager for Wake Island, and deputy director of the Eastern Region. A civil engineer, Mr. Bispo also is a graduate of Syracuse University's Administrative Management Development Program and the Federal Executive Institute.

THIRD HISTORY VOLUME OUT

FAA has published the third part of a four-volume history of the Federal Government's role in the promotion and regulation of civil aviation since the end of World War I. Entitled "Turbulence Aloft," the new volume traces the fortunes of the Civil Aeronautics Authority and its offshoot, the Civil Aeronautics Administration, between 1938 and 1953, one of the most fateful periods in American history. The work was written by Dr. John R.M. Wilson, a professional historian, under a contract with the agency. The two previously published volumes are: "Bonfires to Beacons," 1918-1938, and "Take-off at Mid-Century," which covers the Eisenhower years. The last volume, covering 1961-1972, is scheduled for publication in 1980. Copies of the books may be ordered from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 or purchased at any GPO bookstore.



FREE AVIATION FILMS SCHEDULED

Free aviation films scheduled to be shown in the Air and Space Museum's theater during October include the following:

- o THE FLIGHT OF THE PHOENIX
Thursday, Oct. 4, 7:30 p.m.
- o X-15
Thursday, Oct. 11, 7:30 p.m.
- o DIRIGIBLE
Thursday, Oct. 18, 7:30 p.m.
- o THE LADY TAKES A FLYER
Thursday, Oct. 25, 7:30 p.m.

FOUR-DAY WORKWEEK TRIED

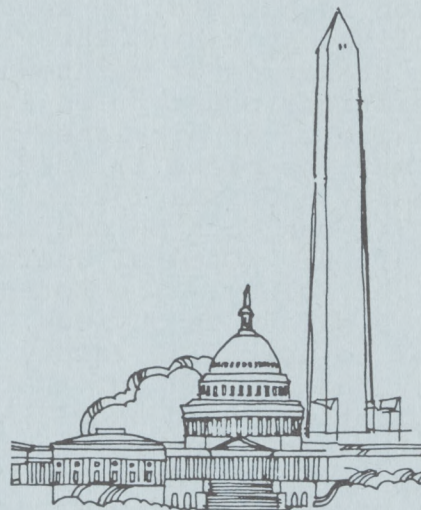
The U.S. Coast Guard next month will institute a four-day workweek for the 2,400 employees in its headquarters building at Buzzard's Point. This is the first four-day workweek set up by a Federal agency in the Washington area. Actually, in this experiment, the Coast Guard is combining the "compressed workweek" and the "flexitime" concepts. Under the plan, which begins Oct. 7, all employees will work four ten-hour days, and everyone will have Friday and the weekend off. Everyone must work during the nine-hour "core time" from 7:30 a.m. to 4:30 p.m. (This includes a half hour for lunch.) Each employee chooses when to work the remaining 1½ hours. Employees may choose to work from 6 to 7:30 a.m. or from 4:30 to 6 p.m., or a combination of these. A questionnaire indicates that many employees will start at 7 a.m. and quit at 5:30 p.m.

AUTHOR TO SPEAK

The Federal Aviation Toastmistress Club invites you to hear quest speaker, Gloria G. Harris, PhD., author of "Assertive Training for Women"; Oct. 3, 12 noon, in room 6B, C, FOB 10A. Any questions call Naomi Kveen, x63210.

FOB 10A TO BE CLOSED DURING POPE'S VISIT

The General Service Administration's Federal Protective Service has announced that the Forrestal Building and Buildings 10A and 10B will be officially closed on Sunday, Oct. 7, starting at 4 a.m., because of the visit of Pope John Paul II. Individuals will not be allowed in the building or in the parking garages on this date. Exceptions will only be made for those employees who must work and whose names and titles are provided to the FAA Office of Investigations and Security (ASE-200) by Oct. 1.



SHUCK HONORED

For the assistance and guidance he has extended the International Aerobatic Club (IAC) over the past several years, Charles Schuck, special assistant, General Aviation and Commercial Division, Office of Flight Operations, has been honored with a life time membership in IAC. It is an honor that has been given only to a few other active members of the club.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-41 October 9, 1979

NAVAIDS GOING SOLID STATE

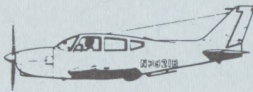
A half a dozen years from now, FAA technicians won't be able to find a vacuum tube in the entire VOR/VORTAC radio navigation system. As a result, the technicians will be relieved of many routine, time-consuming maintenance chores, and the agency will save an estimated \$27 million annually in both operational and maintenance costs. Two firms, ITT Avionics and Northrop Wilcox, have been given a joint \$78.5 million FAA contract to begin replacing the present network of 927 VORs and VORTACs with new solid-state equipment beginning in 1981. The contract covers the production and installation of 586 VORs and VORTACs with an option for an additional 364 systems that would bring the total value of the award to \$114.8 million. The new equipment will be cheaper to operate because it draws less power than present equipment and cheaper to maintain because the transistors and other solid-state components last longer than the vacuum-tube based systems now in use. In addition, self monitoring units will report the nature of any malfunction to technicians in a central location, eliminating unnecessary inspection trips to remote sites. Over the 20-year lifespan of the new equipment, total savings are estimated at over \$500 million.

FAAers WIN DOT AWARDS

Seventeen FAA employees are scheduled to meet their new boss, Transportation Secretary Neil Goldschmidt, this week under the most advantageous of circumstances. All 17 will receive awards from the new Secretary at the DOT's 12th Annual Awards Ceremony, Oct. 9, in Washington. The awards to the 11 regional and six Washington headquarters employees recognize heroism in the face of extreme personal danger as well as excellence in management and other areas of public service. Winners of the Awards for Valor are: Donald R. Colt and Ronald I. Fedchenko, New England Region, Paul A. Palmer, Eastern Region, and Donald R. Gottman of the Great Lakes Region. Receiving the Secretary's Award for Meritorious Achievement are: Richard F. Frakes, Ralph N. Straley, II, Siegbert B. Poritzky and James M. Vines, all of Washington headquarters; Mervyn M. Martin, Rocky Mountain Region, and Harry A. Lyssy, Southwest Region. Winners of the Secretary's Award for Excellence are Barbara A. Clyburn, Yvonne L. Davis, Shirley F. Rodger and Lois H. Shute, all of the Alaskan Region; Larry Robinson, New England Region and Patricia Wilson and Patricia A. Schumann, both of Washington headquarters.

FORMER CONTROLLER INDICTED

An ongoing FBI investigation of former air traffic controllers who were receiving benefits from the Office of Worker's Compensation for alleged job-related disability has resulted in an indictment of a former Atlanta Center controller and his wife on 18 charges of fraud and conspiracy. The indictment by a grand jury followed an FBI investigation which involved several controller.



NTSB SAYS, "BRACE YOURSELF"

The National Transportation Safety Board has found that passengers who brace themselves properly in crash landings suffer significantly fewer severe injuries than those who do not. The Board has asked FAA to determine the best brace positions for various seat designs and seat layouts in airliners, ensure that airline crewmembers are trained in them, and require airlines to include them both in pre-flight briefings and on briefing cards in seatback pockets. NTSB made its recommendation in a report on the crash landing of a New York Airways Sikorsky S61-L helicopter last April 18 at Newark International Airport. The Board also cited the crashes of three commuter-type airliners in support of its recommendation.

TOP INSTRUCTOR AND MECHANIC NAMED

Evelyn Johnson of Morristown, Tenn., has been selected Flight Instructor of the Year, and Donald C. Summers of Spokane, Wash., has been chosen Aviation Mechanic of the Year in a nationwide competition sponsored by

more than 30 general aviation companies and organizations in cooperation with FAA.

Mrs. Johnson has taught more than 3,000 people to fly and given more than 5,000 flight tests in over 30 years as a flight instructor. Her log book shows more than 25,000 hours of instructional flying in both fixed-wing planes and helicopters and more than 35,000 hours total time. Mr. Summers earned his airframe and powerplant mechanic's license in 1956 and qualified as an FAA authorized inspector three years later. He is a recognized expert in the maintenance of both airplanes and helicopters, and not a single complaint about his work has ever been filed with FAA. Both winners will be honored at a ceremony in FAA's Washington headquarters scheduled for 10 a.m. on Oct. 23, with FAA's Associate Administrator for Aviation Standards, Charles Foster, presenting the award plaques. The winners also will receive cash and merchandise certificates contributed by sponsors.

ATCA A SELLOUT

It looks like the Air Traffic Control Association meeting to be held in Atlantic City the week of Oct. 15-19 is all but a sellout. Although there's still some overflow space in nearby motels, the ATCA rooms at the Boardwalk Regency are all taken. Apparently it's more than just the ocean air and games of chance that has lured members and guests to this year's convention. A gala program with the theme "Impact of Technology on People" has been planned. Deputy Administrator Taylor leads the contingent of FAA officials planning to participate.

FAA CONTRACTS FOR 205 INSTRUMENT LANDING SYSTEMS

More help is on the way for pilots looking for a place to land in bad weather. The agency has awarded a \$20.9 million contract to Wilcox Electric, Inc., for 205 full and partial instrument landing systems (ILSs). Beginning in the spring of 1981, Wilcox will deliver 99 full Category I systems and 106 partial systems for installation at airports around the country. The agency already has 656 full and partial ILS units installed at 475 airports, and the addition of the new units will bring the total close to 900.

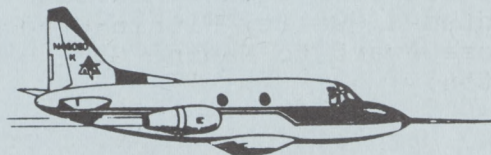
TOP ICAO STAFF JOB OPEN

The International Civil Aviation Organization has a top-level staff job open in its Montreal headquarters. The job is Director of the Technical Assistance Bureau and carries a gross salary of \$54,160 a year and a tax-free net of \$31,398 without dependents and \$34,277 with dependents. ICAO would prefer someone with an advanced university degree or equivalent academic qualifications in aeronautics, economics or public administration. Applicants also should have extensive high level experience in an executive and policy formulation capacity in directing civil aviation services and planning their development. They also should have reasonable experience in the planning and direction of technical cooperative programs and in high-level negotiations with governmental authorities. The term of the appointment is three to five years and, since the statutory retirement age for the ICAO Secretariat Staff is 60, only applicants young enough to complete the term will be considered. December 15 is the

deadline for submitting applications to API-19. For additional information, contact Marilyn R. Fobbs in Washington headquarters (202/426-3178)

DIAL "M" FOR MIKE MONRONEY

The people of Midwest City, Okla., are upset with the employees of FAA. They think we don't know how to dial the telephone, and they may be right, because the residents of this Oklahoma City suburb (population 130,000) are getting a large number of phone calls intended for the Mike Monroney Aeronautical Center. The reason for this is that Midwest City phone numbers have a 732 prefix on the commercial network which is the same prefix assigned to the Aero Center on the FTS system. Now FAAers calling Oklahoma City wouldn't end up in Midwest City unless they were going commercial, using the 405 Oklahoma area code and the 732 FTS prefix for the Aero Center instead of the 686 commercial prefix. And, of course, you shouldn't be doing that in the first place. It'll get you in hot water with FAA management, never mind the irate citizenry of Midwest City. One possible answer to this riddle is that FAAers are giving out the FTS numbers for Oklahoma City to the public instead of the commercial numbers and, thus, routing them to Midwest City. But whatever it is you're doing wrong, stop it.... please!



EMERGENCY ON RUNWAY 36

Last Thursday, Oct. 4, just as most Washingtonians were getting ready to start for work, controllers in Washington National Tower were already taking care of an emergency. A United Airlines 737, en route from Newark to Atlanta, contacted Washington Center and declared an emergency at 7:36 a.m. The pilot reported that a generator on his number one engine was overheating. He wanted to land immediately, and he asked to land on runway 36--the most convenient runway in the most convenient direction. Although controllers were landing traffic on runway 18, in the opposite direction from that requested by the emergency flight, controllers immediately halted normal operations and cleared runway 36 for the impaired plane. Emergency vehicles, including fire trucks, sped to the runway and were standing by when the 737 landed without incident just 10 minutes after the pilot originally reported the emergency to the Washington Center.

BLACK COALITION TO MEET

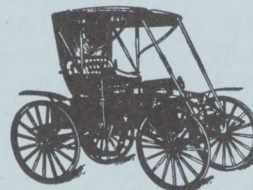
The National Black Coalition of Federal Aviation Employees (NBCFAE) will hold their third annual convention in Washington, D.C. on Oct. 18-21, 1979 at the Twin Bridges Marriott. Details on the convention and NBCFAE membership may be obtained from Ms. Denise Yorkshire, FAA headquarters, x68470.

AWARDS AND REWARDS

The Office of Aviation Medicine presented a Quality Within-Grade Increase Award to Nadine G. Gholston.

LONG SERVICE CITED

The Office of Aviation Medicine presented Helen J. MacIntyre with a pin for the completion of 40 years of service with the Federal Government. She started her Federal service with the National Bituminous Coal Commission in 1937 and came to this agency in 1946 and to the Office of Aviation Medicine in 1959. In presenting MacIntyre with her service pin, Dr. Reighard, the Federal Air Surgeon, stated, "This is an outstanding accomplishment of which you can be extremely proud.... Your loyal service to the Office of Aviation Medicine over the past 20 years is greatly appreciated." The Office also presented a 25-year service pin to Joseph A. Sirkis.



PARKING FEES JUMP

With a few exceptions, parking rates in both FOB 10A and the Nassif building will jump from \$6.85 a month to \$30 on November 1. This rate is one half the projected parking fee to be charged after Oct. 1, 1981. Exempt, at least until 1981, from the jump are specially equipped vehicles for handicapped people, van-pools with eight or more members and two-wheeled vehicles.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-42 October 15, 1979

AGENCY GEARING UP TO REPLACE COMPUTERS

With everyone else getting ready to say good-bye and, maybe, good riddance to the 1970s, FAA management is looking ahead to the end of the 1980s and beyond. That's when the agency believes the present IBM 9020 computer series in the en route centers will be nearing the end of their projected life cycles. So the agency already has begun planning for the next generation of air traffic control computers and has hired Arthur D. Little, Inc., to help with this task. Under a \$235,000 contract, the (See p. 2)

ENERGY AWARENESS WEEK SET

The Administrator has designated October 22-26 as "FAA Energy Awareness Week" to focus attention on the need for energy conservation. In his statement proclaiming the week-long observance as part of the first International Energy Conservation Month, Bond said: "Since air transportation is a major user of petroleum, we in the FAA must take the lead in promoting energy consciousness and conservation--not only among commercial and private aircraft (See p. 2)

FAAers HONORED BY AOPA

The Aircraft Owners and Pilots Association has selected Peggy Kathman of the Jacksonville en route center as its Controller of the Year and Conrad Suckow of the Ketchikan, Alas., Flight Service Station as the FSS Specialist of the Year. They were cited for aiding non-instrument pilots to safe landings in bad weather. Kathman, a flight instructor as well as a controller, successfully guided a pilot to a landing at Brunswick, Ga., when the ceiling was 600 feet overcast and visibility two miles in fog and haze. Using her flight instructor skills, she gave the pilot a short course in instrument flying and literally talked him down through the overcast. When the plane landed with the pilot and three passengers, approximately one gallon of fuel was left in the tanks. The circumstances of Suckow's flight save were remarkably similar. The aircraft had a pilot and three passengers, was low on fuel and caught on top in bad weather. Moreover, the nearest airport with clear skies was 92 miles away--beyond the fuel range of the aircraft. (See p. 2)

FAAers

So Suckow, who also is a flight instructor, guided the pilot to the Elko, Nev., airport, using direction finding equipment. At the same time, he instructed the pilot on instrument flying until the plane broke out of the overcast with the airport in sight. Both Kathman and Suckow received their awards during the AOPA's annual convention in Hollywood, Fla.

ENERGY (From page 1)
operators but here within the agency." The Administrator said he was particularly interested in stimulating "innovative individual (energy saving) measures that might help make a difference." To inform FAAers of what is being done and what remains to be done on the energy conservation front, the October issue of FAA World is devoted to this subject. Other materials--including a slide-and-sound presentation entitled "Aviation: Working to Save Energy"--also are being distributed to the regions.

COMPUTER (From page 1)
Cambridge, Mass., concern will develop management options for development and implementation of an ATC computer replacement that is "technically sound, reliable and cost effective." Delivery of the final plan to FAA is scheduled for the end of July 1980.

**THAR SHE BLOWS**

Tower controllers at 34 more airports soon will be getting alert systems which will let them warn pilots of possibly hazardous wind shear conditions. The \$2.3 million contract with Sangame Weston, Inc., of Sarasota, Fla., calls for delivery of all 34 Low Level Wind Shear Alert Systems by the end of 1980. This will boost the number of airports equipped with wind-shear alert systems to 58. The alert system uses a mini-computer to monitor wind speed and direction from various sensors located around the airport. When significant differences are noted, a beeper beeps and lights flash in the tower.

ULP AGAINST BOND DISMISSED

ULP AGAINST BOND DISMISSED
The New York Region of the Federal Labor Relations Authority has dismissed an unfair labor practice (ULP) complaint against Administrator Bond. The PATCO local at the New York Center had claimed that a ULP was committed in November 1978 when copies of the Department of Justice letter dealing with unlawful work stoppages were distributed to agency employees. However, FLRA's New York Region disagreed. It ruled that the Justice Department's letter dealt only with unlawful actions and its distribution did not infringe on employee rights. The ruling also held that there was no evidence that the agency's action was intended to discourage union membership. PATCO now has the right to request a review of the dismissal by the Authority's Washington headquarters.

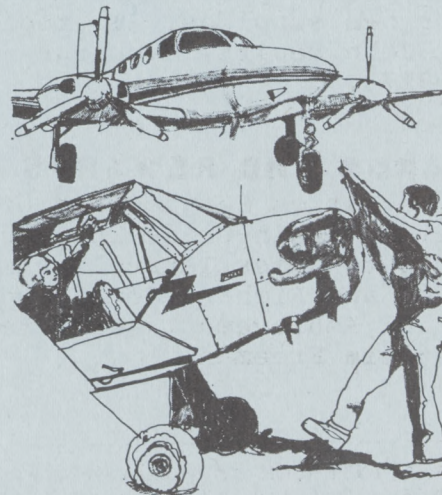
ICAO HAS 170 JOBS

Here's the updated list of the 170 ICAO vacancies originally advertised in the August 27 INTERCOM. Additional information on position, location, language requirements and application due date is included in this list. Applications for positions listed without dates are due ASAP; where language requirements are not spelled out, only English is required. The Office of International Aviation Affairs still does not have specific salary figures.

AFRICAN REGION: Angola - Civil Aviation Advisor/Project Manager, Spanish/Portuguese. Cameroun - Aerodrome Engineer, French/English. Somalia - Aircraft Electro-Mechanical Engineer, 1/80. Lesotho - Aircraft Maintenance Engineer (OPAS), 11/79. Nigeria - Jet Simulator Instructor, 1/80; Electronics Radar Engineer/Instructor. Regional Africa - Aviation Security Instructor, French/English, 1/80.

ASIA/PACIFIC REGION: Maldives - Aerodrome Engineer, 1/80. Pakistan - Air Traffic Services Training Advisor; Communications Operations Training Advisor. Singapore - Flight Operations Advisor. **SRI LANKA 11/79** - Airport Management Expert (General), Airport Management Expert (Technical), and Airport Management Expert (Operations). Bangladesh 1/80 - Teletype Maintenance Instructor and Airport Lighting Expert. **CENTRAL/SOUTH AMERICAN REGION** (Spanish required except for Surinam, English required): Colombia - Accounting Advisor, Airport Terminal Building and Management Advisor, Spares Procurement/Warehousing Advisor and 1/80 Telecommunications/Operations Advisor/Instructor. Bolivia - Aircraft Airworthiness Expert,

Accounting Expert (OPAS), Advisor to the AASANA Technical Director (OPAS) 4/80, Advisor to the Nav aids Division Chief (OPAS) 4/80, and Advisor to the Telecommunications Systems Division Chief. Uruguay - Airport Civil Engineer/Project Manager 1/80, Air Transport Economist 1/80, Airport Architect 4/80. Surinam - Airworthiness Expert. Peru - Electronics Engineer. Chile - Electronics Engineer/Nav aids, Nav aids Check Expert 7/80 and Aeronautical Meteorology Expert 1/80. **MIDDLE EAST REGION:** Saudi Arabia - Airport Electrical Engineer (2 posts), Airport Civil Engineer (3 posts), Airport Mechanical Engineer (2 posts), Airport Architect, Fire Prevention Advisor, and English Language Instructor. Iraq - Airport Electrical Engineer and Airport Mechanical Engineer. Jordan - Aeronautical Information Services Instructor/Expert 2/80, Flight Operations Director (OPAS) 2/80, and Civil Aviation Organization and Management Advisor. Libya - Flight Operations Expert (B-727) and Electronics Maintenance Technician (5 posts). For further information contact Marilyn R. Fobbs or Connie Smith, API-19, on 202-426-3178.



NEW HEALTH PLANS COMING

Recently copies of the 1980 Service Benefit Plan (Blue Cross) Brochure were sent to all employees. These are the first of several mailings employees will receive for the 1980 Health Benefits Open Season. This year's open season will run from November 12 to December 7. The remainder of the Open Season material should be on employees' desk by November 12. Additional materials and enrollment forms will be available in the Reception area, Room 512, Employment Branch, APT-150. Since no new Open Season enrollments or Open Season changes will be accepted prior to November 12, employees are encouraged to hold on to Blue Cross pamphlets and save questions and changes until the remainder of the material and Open Season itself arrives.

CALLING WOULD BE PILOTS

The FAA Flying Club will be conducting a private pilot ground course to assist prospective pilots pass the FAA Written Examination. Classes will meet Tuesdays and Thursdays beginning October 16 thru December 6 in FAA Headquarters Building from 6:30 to 9:00 p.m. The course is free, participants must purchase their own supplies. To register call John Hewitt, evenings 978-9173.

AWARDS AND REWARDS

The Logistics Service has presented Quality Within-Grade Increase Awards to James Terry, Thelma Bagley and Richard Jett, and a Special Achievement Award to Anastasia Freeman.

MYSTERY CLUE: OPPORTUNITY OF THE YEAR

Question: What do the Florence Crittenton Home, the Prevention of Blindness Society, and the Emergency Action Switchboard for the Elderly have in common, along with 189 other organizations?

Answer: They need your help in order to help others.

An exciting opportunity for you to help will soon be revealed to you. Watch and listen for further announcements. (In case you're thinking that the real mystery is where you will find the money, this early warning may give you time to find it.)

PLANS FOR LINK SHELVED

The agency has shelved plans to construct an interim pedestrian connector at Washington National Airport that would link the METRO station and the terminal buildings. Construction of the link has been put off until a permanent connector can be provided as part of an overall modernization of the airport. FAA took this action after reviewing bids on the project and finding that none of the bids would have provided an adequate pedestrian connector within the \$2 million cost limitation imposed by the Congress.

SRDS PREPARES DIRECTORY

The relocation of System Research and Development Service personnel from the Transpoint Building to the Nassif Building has been completed. Pending the update and publication of a formal Department of Transportation Directory, SRDS has prepared an excellent, albeit unofficial, 12-page pamphlet containing a map of the new office space and telephone listing.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-43 October 22, 1979

TWO MOVE UP TO DIRECTOR SPOTS

Paul J. Baker, deputy director of the Southwest Region and Joseph M. Del Balzo, acting director of NAFEC have both been appointed to full-fledged director positions. Baker has taken over as director of the Central Region. He began his FAA career in 1957 as a general aviation inspector in the Western Region. Before being named deputy director, he had been chief of the New England and the Southwest Flight Standards Divisions. An Ohio State University graduate, he received FAA Special Service Awards in 1966 and 1968. Del Balzo has been appointed director of NAFEC. A Federal career employee since 1958, he had been acting director of the facility since January. Before that he was deputy director for two and a half years. Just prior to his arrival at NAFEC, he completed a nine-month fellowship in public policy and international affairs at Princeton University. He originally joined FAA in 1958 at Portland, Me., as engineer engaged in Installation and maintenance work on aviation navigation facilities.

FAA SEES BRIGHT FUTURE

FAAers who figure they're headed for the unemployment line because of the energy crunch, the economy and a variety of other factors can relax and live a little—even make some long-term installment purchases. FAA has just issued its latest "Aviation Forecasts" which indicates that both commercial and non-commercial aviation will continue to grow at substantial rates through the 1980s as will the agency's workload. Looking down the road a dozen years, FAA's crystal ballers see passenger boardings on scheduled airliners increasing at an annual rate of 4.5 percent, going from 317.7 million in FY 1979 to 541 million in FY 1991. Commuter airlines are projected to do even better with the passenger total more than doubling during the forecast period and hitting 20.3 million in FY 1991. The size of the general aviation fleet, meanwhile, will grow during the FY 1979-1991 period from 193,000 to more than 303,000. The agency's air traffic control facilities will be most directly affected by these growth trends. Tower operations will jump during the forecast period from 70.6 million to 102 million and enroute center traffic from (See page 2)



BRIGHT FUTURE (from page 1)
29.2 million to 44 million. Flight Service Stations will be similarly affected with the number of briefings and other flight services rising from 68.1 million to 106.6 million. FAA's Office of Aviation Policy (AVP-120) has a limited number of free copies of the 91-page report, "Aviation Forecasts for Fiscal Years 1980-1991."

LOST AND FOUND

The pilot of the single-engine lightplane somewhere southwest of Tucson wasn't lost--very few pilots will ever admit they're lost--but he was "unsure of his position" for a long time. Moreover, as often happens in these situations, he was beginning to run short on fuel. Essentially, here's what happened: When the pilot reported that he was unsure of his position, Tucson FSS alerted area radar through the Albuquerque Center and Tucson Approach Control. But for some reason the errant plane didn't paint on the radar scopes. For almost an hour Tucson FSS specialist Frank Marino, coordinator Carmen Simbari and team supervisor Michael Liversidges tried to locate the plane or get the pilot locked onto any one of five VOR stations. And when Tucson lost radio contact with the wandering plane, radio calls were relayed through another light plane flying in the area. Finally the wandering pilot locked onto the Tucson VOR and was guided to the threshold of the active runway at Ryan Airport in Tucson. There the plane landed without incident and with only 10 minutes of fuel in the tanks. During the month of September 1979, 306 flight assists were reported. A total of 537 people were reported on board the aircraft involved.

SPRING FORWARD, FALL BACKWARD

It's that time again. Daylight Saving Time is winding down. Most of the country returns to Standard Time at 2 a.m. Sunday, October 28, and clocks should be set back one hour. Those employees working shifts during the change will be credited with, and paid for, the actual number of hours worked. Employees not working will get an extra hour of sleep. Areas which do not observe Daylight Saving Time are Arizona, Hawaii, Puerto Rico, Virgin Islands, American Samoa and that portion of Indiana within the Eastern Time Zone.

USE OR LOSE LEAVE

The Office of Personnel and Training is reminding all employees that "use or lose" annual leave must be scheduled and approved in writing before December 2. Accumulated annual leave in excess of the maximum permissible carryover amount (generally 240 hours) is automatically forfeited at the end of the leave year (January 12, 1980) if an employee does not use the leave. Office of Personnel Management regulations do provide that annual leave forfeited because of approved demands of the public business or sickness may be restored if the leave is approved in writing before December 2. Even those employees on sick leave awaiting a disability retirement determination must schedule their annual leave to avoid possible forfeiture of it. Senior Executive Service (SES) employees must, before the end of the leave year (i.e., January 12, 1980), use all accrued annual leave in excess of 240 hours which was earned prior to July 13, 1979, or such leave will be forfeited. Leave earned after July 13, 1979, may be accumulated without limitation.

SEPTEMBER RETIREES

The month of September saw 31 headquarters employees join the retirement rolls. Among the retirees were William M. Flener, Associate Administrator for Air Traffic and Airway Facilities and ten employees of Systems Research and Development Service who took advantage of the OPM approved early retirement option for Washington based employees of the AED complex. Those ten employees were David G. Rhodes, Hugh G. McEvoy, Helen C. Spurgeon, William B. Davis, Gloria V. McIntire, Jeannie C. Coffey, Veta C. Donock, Glenn M. Kassing, William T. Kuhur, and Orlando A. Tesoriero. Other September retirees were: AAT: Michael J. Ollis, Robert M. Binder, Stephanie D. Porteous, Harry J. Johnson, III, David Rich; AMA: Sally M. Hilleary, David H. Davenport, John W. Isemann, Corine C. Coppage, John K. Reed, Benjamin S. Johnson, Robert W. Swank, Nina Tinchler; ARD: Irene V. Turnage, Grace M. Cantwell; AEM: Robert C. Normoyle; ATF: Edward Hanlon; APT: George T. Reeves, Jr.; AEU: Rosemary J. Calvert; ALG: Raymond W. Jarrad.

SATELLITE AIRPORTS HELPED

Administrator Bond announced recently that the agency allocated \$64.6 million during Fiscal Year 1979 for development of satellite airports. The Airport Development Aid Program (ADAP) money was used for 109 projects at 92 satellite airports in 50 metropolitan areas. The money was matched in each case by state and local funds. The objective of the program, announced by Bond in August, is to reduce the volume and mix of commercial and non-commercial aircraft at major air carrier airports by making neighboring

satellite fields more attractive to private and business flyers. However, despite the special emphasis being given to upgrading satellite airports, Bond said FAA will not neglect development of general aviation fields located outside metropolitan areas.

ORDERS CANCELLED

Order 6000.7B, Improvement of Operating Conditions at TRACON Facilities, has served its purpose. It has been cancelled. And effectively immediately, N1360.35, Word Processing Communications Test, dated 7/3/79, and WA N 1360.5, Preparation of Material for the Optical Character Recognition Scanner, dated 7/3/79, are cancelled.

HELICOPTER MEET SCHEDULED

Updating helicopter regulations to reflect recent advances in helicopter design and operating capabilities will be studied in depth at the agency's Rotorcraft Regulatory Review Conference to be held December 10-14 at the Monteleone Hotel in New Orleans, La. Copies of the conference documents--agenda, schedule, registration forms and a compilation of FAA and public proposals--now are available from AVS-240. Materials to be discussed at the the meeting include proposals received from the field. Last January 15, the agency published a request for proposals to update the helicopter regulations in the Federal Register. The deadline for submitting proposals was March 31, but this was extended to May 31 at the request of both the Helicopter Association of America and the Civil Aviation Authority of the United Kingdom. They said they needed additional time to develop their proposals.

MAKE CONSERVATION FUN!

A daily film festival in the auditorium (starting at 12:30), a computer game testing your knowledge about aviation and energy, a slide show and an exhibit in the lobby, a display on the fifth floor, posters throughout the building, and bumper sticker giveaways are yours to enjoy during FAA

Energy Awareness Week, October 22-26. The theme of the commemoration is "Aviation Working to Save Energy."

MERIT PAY BRIEFINGS

On October 30 the Personnel Management Operations Division, APT-100, will make the first of six presentations entitled "Civil Service Reform Act Briefing - Merit Pay." The briefings are intended for all FAA headquarters employees in grades GS-13 through GS-15. Merit pay will become effective for supervisors, managers, and management officials in these grades no later than October 1981. The presentation will describe briefly how merit pay will work and give an update on the efforts to implement merit pay in FAA. Employees are encouraged to attend one of the following sessions: October 30, November 1, 6, 8, 14, and 15. All sessions begin at 2:30 in the third floor auditorium in FOB-10A and will last one hour. Lisa Adams, APT-130, x63320, is the coordinator for the merit pay briefings.

CFC KICKOFF

The official kick off for the 1980 Combined Federal Campaign will be October 24, 10:00 a.m., in the FAA Auditorium. Administrator Bond will be there to address the group, along with Blanche Noyes, Retired Chief of the FAA Air Marking Staff and a

chartermember of the FAA Women's Advisory Committee on Aviation. Our theme this year is "Reaching People Who Need You." There are 192 voluntary agencies who need your help. The FAA dollar goal this year is \$165,120. Last year the FAA had 90.96% participation with 91.65% of the dollar goal. Please be as generous as possible this year. Reach out to help those people who need you by signing up for payroll deductions. Everyone is urged to attend the kick off.

"COME SEE ME SOMETIME"

The FA Club store is being re-stocked. The store manager is asking employees to come on down and browse. There is a large supply of film, radios, tv's, plants, etc. Also pecans are on order for holiday baking.

STAR OF LIFE STUDIED

A new free lecture series, concentrating on the sun, will get underway at the Air and Space Museum at 8 p.m. on October 24. The first lecture in this series, being presented by Von Del Chamberlain in the NASM theater, will be: A PORTRAIT OF THE SUN: From Stonehenge to Skylab. This introductory lecture deals with our concept of the sun--from mythology to modern times. Ancient and modern methods of observing the sun and artistic renderings of the sun from ancient times to the present will also be discussed. The theater's audio-visual system will be used to provide a lavishly illustrated, multi-image presentation to complement the lecture. Mr. Chamberlain, Chief of Presentations at the Air and Space Museum, has given hundreds of illustrated talks on the sky in lecture halls, planetariums and under the stars

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-44 October 29, 1979

BOND ON MANAGEMENT

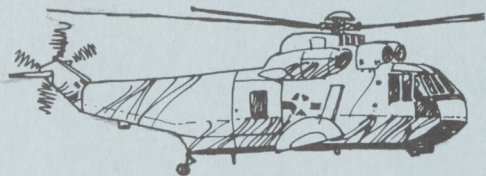
The Federal Government is at a distinct disadvantage in competing with the private sector for available technical talent, Administrator Bond has told the Congress. In testimony before a House Subcommittee looking into the DC-10 problems, Bond cited two fundamental problems that Federal managers face--"competitive pay with the private sector and the ability to both promote and demote people on the basis of excellence and inferior performance." He noted that the "Civil Service System is both the protector against abuse and something of a slowing down influence on managers who would like to see fast track promotions and growth." He cited the example of inspectors who are diligent in taking enforcement actions, noting that "the system we have today penalizes exceptional conduct...(by singling)...somebody out for doing something out of the ordinary. It puts something of a premium on routine and non-exceptional conduct in terms of promotion." Bond also pointed out the problem of getting people to transfer to high-cost of living areas, such as Los Angeles, even for promotions. "We cannot make any differential for people in these areas, so everybody would prefer to be in Fort Worth or Atlanta," he said. (See page 2)

WORLD'S LARGEST COMMUTER GROUNDED BY AGENCY

The agency has grounded Puerto Rico International Airlines (Prinair), the world's largest commuter airline, for not checking the weight and balance and loading of their aircraft over a long period of time and for not complying with airworthiness directives. The emergency suspension of the commuter airlines operating certificate came after Prinair and FAA had signed a special agreement on Sept. 26, 1979, in which the airline agreed to carefully check each flight for weight and balance. In one of the many instances cited by FAA, the captain of a four-engine plane had to order passengers sitting in the rear of the plane to stand in the front of the cabin to balance the aircraft. Although this particular incident did not lead to a crash, in another case, improper loading is suspected as the cause of a fatal crash. The Prinair operating certificate will remain under suspension until the airline has developed a method of complying with the inspection schedule, until baggage loaders have been retrained and until all pilots have been checked out by FAA inspectors. Last year, Prinair carried almost 700,000 people, primarily in the Virgin Islands and Bahamas area.

BOND (From page 1)

Bond also noted he is facing constant turnover among the senior people who work for FAA because the "pension circumstances of Federal employees today are so attractive that they all want to quit because their pensions then escalate with the cost of living automatically." In addition, he said, "they can walk out of here and get a 50 percent increase in salary in the private sector in many cases." Bond cited the large number of retirements of senior people in the flight standards field and said efforts to recruit replacements from the outside were unsuccessful because "not one person was willing to give up a private sector job to come into our work." Continuing, Bond stated: "The pension is good but the pay is not. So for those people who would come in on short notice, they would not get a pension and they would get low pay... That is a heck of a thing to deal with... I would like to pay my senior people as much as Douglas or Boeing does. It would make a world of difference to us."

**NTSB WANTS ATC-WISE PILOTS**

The National Transportation Safety Board has recommended that the agency require regular testing of pilots to be sure that they understand their responsibilities in the air traffic control system. The Board said its recommendation grew out of its investigation into the midair collision between a

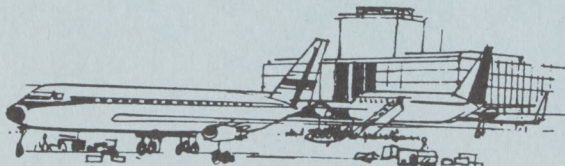
Pacific Southwest Airlines 727 and a Cessna 172 over San Diego on Sept. 25, 1978, which showed that the crew of the airliner apparently was not fully aware of its responsibility to keep clear of the other aircraft after accepting a visual separation clearance. The Board said that while the Airman's Information Manual adequately describes the pilot's responsibilities, "we believe all pilots should be tested recurrently on pilot/controller interrelationships and responsibilities."

RED BALL EXPRESS

The trucks that deliver automation equipment to the agency's air traffic control facilities must be rolling day and night. That's the impression you get reading the status reports on the various programs that come out of the Airway Facilities Service. For example, the fifth Direct Access Radar Channel (DARC) system, which is the back-up for en route radar data processing, was delivered to the Chicago Center on October 8 and the sixth is scheduled to go to the Washington Center in early November. The Salt Lake and Minneapolis Centers, NAFEC and the Aeronautical Centers already have the system and have completed site acceptance testing. And the total number of towers with the Automated Radar Terminal System II (ARTS II) now is up to 46 with 27 of these in operational use. The 46th system went to Monroe, La., earlier this month. Additionally, deliveries of the three En Route Automated Radar Terminal Systems (E-ARTS) earmarked for FAA centers outside the contiguous United States have been completed. Also, operational testing is underway at the new New York TRACON with the Automated Radar Terminal System III-A (ARTS III-A). These tests are scheduled for completion in early November.

TIGHTER SECURITY FOR COMMUTERS PROPOSED

The agency has proposed tough new security requirements for the fast-growing commuter airlines. In a proposed rule, issued this week, FAA noted that commuters have become an attractive target for hijackers because of published schedules hijackers "can depend on" and the increasing use of large groups of people as hostages." The agency pointed out that there have been 43 hijackers since 1961 involving aircraft of the type utilized by commuters with 24 of these occurring since 1972. Moreover, it added, nine aircraft actually operated by commuter airlines or air taxis have been hijacked over the last decade. The proposed rule would require commuters to meet the same security requirements as the scheduled airlines when operating aircraft with 20 or more passenger seats, including the requirement for screening all enplaning passengers and their carry-on luggage. Less stringent requirements would apply to commuter flights in aircraft with 19 or less seats but the operators would need a system to identify passengers before boarding, assure the availability of law enforcement support and prevent unauthorized access to its airplanes. Comments on the proposal, which also would consolidate security rules for all operators into a new FAR Part 108, are due in AGC-24 by COB February 29.



THE PAST IS PRESERVED

Future historians researching the origins of air traffic control will find a trip to NAFEC's Addison B. Johnson Air Traffic Control Resource Center an absolute necessity. The Resource Center, which was dedicated on October 30, currently consists of several thousand publications on air traffic control collected by former FAA controller Addison Johnson before his death in January. NAFEC Director Joseph Del Balzo said the Johnson material will be the core of what will become "the most comprehensive collection of ATC literature in the world." He noted that NAFEC librarians currently are cataloging the Johnson material and have initiated a worldwide literature search to find and acquire additional publications on the subject. Johnson worked for the agency from 1939 to 1976. Beginning as a controller, he later spent many years at NAFEC, where he contributed to a significant number of new ATC developments.

MINORITY FIRMS GET MORE \$\$\$\$

Both the Administrator and the Deputy Administrator have said repeatedly that FAA has got to give minority business firms a bigger slice of the agency's contract pie. And in Fiscal Year 1979, we did. The total money that went to minority concerns last year was \$40,220,188 and that was 17.7 percent above the agency's goal. Leading the way and showing how it's done were the Rocky Mountain and Great Lakes Regions, both of which almost tripled their dollar goals.

SAFETY COURSES OFFERED

For employees seeking professional competence and advancement in the safety profession, the University of Southern California is offering the following courses: Statistical Methods for Safety, Principles of System Safety Management and Structural Safety and Failure Analysis as part of the Master of Science in Safety Degree program for the winter term, Nov. 12, 1979 to Jan. 18, 1980. Classes are held in the Forrestal Building, 1000 Independence Ave., two nights a week, from 5:30 to 8:30 p.m. Individuals seeking these self-improvement courses for professional enhancement and to broaden their safety knowledge may enroll as non-degree students. Federal agencies are authorized under the Government Employees Act of 1958 to pay all tuition costs and other fees if courses to be taken are related to job requirements. Registration is now open by mail. For further details and a free information kit, call 521-5025 or 321-7057.

CFC DRIVE KICKS OFF

This year's Combined Federal Campaign drive got under way in the FAA auditorium on Wednesday, October 24th at 10 a.m. Administrator Langhorne Bond, Chairman of the Campaign, spoke to a full auditorium on his interest, previous involvement, and the importance of supporting this drive. Blanche Noyes, aviation pioneer and long time former Chief of the FAA Air Marking Staff, gave a fascinating description of her entry into aviation in the 1930's and highlights of her varied aviation career. David Schoumacher, well-known anchorman for WJLA-TV News-7, entertained the group with witty anecdotes about his flying

career with SAC and his experiences in broadcasting and speaking movingly about the importance of our contributions to the Combined Federal Campaign. In case you missed the kickoff, you can make up for it by an especially generous pledge to CFC. We need your help. You will be contacted soon by a keyworker for your pledge or donation.

PARKING FEE PAYMENT SET

Beginning November 1, employees parking in FOB-10A or the Nassif Building will send new parking fees to: Department of Transportation, Accounting Operations Division, M-45, 400 7th Street, S.W., Washington, D.C. 20590. Fees must be paid in advance by the first day of each month and become delinquent after that date. If the fee is not paid by the fifth of the month, parking privileges may be withdrawn. If delinquent parking fees are not paid to Monument Parking Company by November 1, parking privileges will also be withdrawn. New fees are: Auto, \$30, van pool with 8 to 15 regular members, \$6.85; specially equipped vehicles for the handicapped, \$6.85 and two-wheeled vehicles, \$1.70.



FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-45 November 5, 1979

PRINAIR FLYING AGAIN

On Oct. 28, FAA returned the operating certificate to Puerto Rico International Airlines (Prinair) after the airline demonstrated to the agency that it was capable of operating in a safe manner consistent with Federal Aviation Regulations. The certificate was originally suspended on Oct. 25 when the world's largest commuter carrier repeatedly failed to comply with FAA airworthiness directives and operating procedures. Essentially, before being allowed to return to the air, Prinair had to satisfy all requirements imposed on the carrier by the agency. These included the requirement that Prinair pilots take FAA written tests before returning to service and a random selection of pilots be given flight checks. In addition, the airline's load control personnel were retrained in an FAA supervised program. In returning the certificate, FAA stated that it would continue to monitor the airline's operations.

CARTER--SUPPORT CFC

In asking Federal employees and military personnel to support the Combined Federal Campaign, President Carter noted the "tremendous compassion and support" traditionally shown by Federal workers through their generous contributions to (See page 2)

ENFORCEMENT AND INVESTIGATION REGULATIONS AMENDED

FAA has amended its regulations to standardize the agency's procedures for handling formal investigations and certain enforcement actions and to include them under a single rule. Administrator Bond said the revisions to Part 13 of the Federal Aviation Regulations will clarify FAA procedures for the public and will help the agency carry out its increased investigation and enforcement responsibilities more effectively. Part 13 specifies what actions may be taken by the FAA for violations of laws administered by the agency. Formerly, however, some enforcement procedures used by the agency were not included in the FARs and some procedures varied, depending on which region was handling the action. Now, the regulation provides for uniform handling of FAA enforcement actions nationwide. The revised rule prescribes standard procedures for issuing enforcement order and for handling complaints alleging violations of law, regulations and orders administered by FAA. The new Part 13 also includes specific, uniform procedures for conducting fact-finding investigations. By law, the FAA has had authority to conduct such investigations, but until now the regulations did not indicate how that was to be done.

MOBILITY ASSIGNMENTS AVAILABLE

FAAers looking for a new perspective, a broader experience base or just a temporary change of scenery should check out the opportunities provided by the Inter-governmental Personnel Act. The Act authorizes Federal employees to accept certain short-term assignments--up to two years--without any loss of rights or benefits. Included are positions in state and local governments and institutions of higher learning. For example, one-year assignments with the Martin Luther King Center for Social Change in Atlanta are now available in such speciality areas as program analysis, public/government/international affairs, administration, personnel and budgeting. The contact is Lloyd Davis, Department of Housing and Urban Development, Washington, D.C. 20410. His phone number is 202/755-5904. Also available is a two-year assignment as a "Growth Manager" for the Kings Bay, Ga., area. The Navy has selected Kings Bay as the site of a submarine base and more than 33,000 people will be moving into the area over the next decade, more than tripling the local population. Anyone who thinks he or she can cope on a senior manager level with the attendant problems should contact Commander David Wheeler, Office of Economic Adjustment, Navy Department, IDA Building, 400 Army-Navy Drive, Arlington, Va. 22202. His phone number is 202/697-1412. FAA's Office of Personnel and Training will be announcing similar assignments through Intercom from time to time.

CFC (From page 1)

"those less fortunate than ourselves." The President said the agencies supported by CFC monies make our community a better place in which to live by alleviating suffering, seeking cures for diseases, providing hope, and reinforcing security for the aged, infirm and the handicapped. And he expressed confidence that... "In the spirit of neighborliness, we will continue our tradition of generosity and concern for others through contributions to the Combined Federal Campaign."

20th ANNIVERSARY MARKED AT EXECUTIVE SCHOOL

The FAA Executive School observed its 20th Anniversary with the graduation of the 64th class on Oct. 26 in Charlottesville, Va. The 26 participants were from Washington Headquarters, Office of the Secretary, all regions and NAFEC. The school, which conducted its first class at the Aeronautical Center in October 1959, is one of the few management training programs in the Federal Government which has been in continuous operation for that period of time. To date, more than 1800 FAA managers, including most of the regional directors and office and service directors, have completed the training. Vic Onachilla, manager of the school, and John Slover, both of APT-320, have been staff members for most of the sessions.



MARTIN TO RETIRE

Erv Martin, director of the Rocky Mountain Region, plans to retire this December. Martin has been with the agency since 1946. He started his career in the Southwest Region as a radio engineer. Before stepping into the regional director's job in the then new FAA region in October 1970, he was director of the System Maintenance Service at FAA headquarters in Washington. From 1940 to 1946, Martin served in the U.S. Navy, rising from the bottom (seaman) to the top (warrant officer) of the enlisted ranks.

SOUTH AMERICAN JOBS OPEN

FAAers eager to see South America will be interested to know that the Office of International Aviation Affairs is seeking qualified candidates for its technical assistance project in Venezuela. The following jobs are open: Chief, Civil Aviation Assistance Group, FC-340-12 (GS-15), Announcement No. AIA-79-575; ATC Specialist (En Route), FC-2152-11, (GS-14), Announcement No. AIA-79-576; Electronic Engineer (Radar/Auto), FC-855-11 (GS-14), Announcement No. AIA-79-578; Electronics Engineer (Nav aids), FC-855-11 (GS-14), Announcement No. AIA-79-579; Electronics Engineer (Communications), FC-855-11 (GS-14), Announcement No. AIA-79-581 and General Engineer (Civil/Electrical, FC-801-11 (GS-14), Announcement No. AIA-79-577. The above positions open: 10/26/79 and close: 11/16/79. See individual announcements for information concerning duties, qualifications, evaluation criteria, additional monetary benefits, etc. Interested applicants should forward an SF-171,

"Personal Qualifications Statement" and current DOT Form 3430.1, "Performance Evaluation Record," and CSC Form 909, "Supplemental Application for Overseas Positions," directly to: Employment Branch, APT-150, Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, D.C. 20591.

AAF DIRECTIVES CANCELLED

The following AAF directives are cancelled and will be reported in the next edition of the FAA Directives Checklist:

- Order 6470.1 - Humidity Levels in Air Route Traffic Control Centers. The information in this order has been superseded by Order 6470.5.
- Advisory Circular AC No 170-8 - Use of Common Frequencies for Instrument Landing Systems Located on Opposite ends of the Same Runway.
- Order 6000.23 - Maintenance Engineering Project Status Report (RIS: AF 6000-29).
- Order 6300.9 - Upgrade FA-8049 Three-Channel Mappers to Five-Channel. All action required by this order has been completed.

MINORITY FIRMS GET MORE \$\$\$\$

Both the Administrator and the Deputy Administrator have said repeatedly that FAA should award minority business firms a bigger slice of the agency's contract pie. And, in Fiscal Year 1979, we did. The total money that went to minority concerns last year was \$40,220,188 and that was 17.7 percent above the agency's goal. Leading the way and showing how it's done were the Rocky Mountain and Great Lakes Regions, both of which almost tripled their dollar goals.

"CFC NEWS"

CFC workers are delighted to announce that one office--Associate Administrator for Administration--has already reached 100 percent participation in the first week of reporting donations. Campaign officials hope all offices have their CFC supplies by now. Those in need of additional forms or material, may pick them up in Room 900W. SOME (So Others May Eat), the Second Mile/Youth Resources Center, the Martin Luther King, Jr., Community Center and 189 other organizations are anxiously awaiting generous pledges from FAA employees.

PAYCHECK DIFFERENT?

Most employees paid by the FAA headquarters Personnel Accounting Branch received a little confusion along with a pay raise in the checks for pay period 22, ending October 20. Participating employees may have noted that deductions for their health benefits were off by an amount less than \$2 (over or under) when compared with pay period 21. This occurred because a computer program was used by data processing which contained the old health benefit rate tables for 1978. Accounting and data processing personnel are working hard to ensure that the necessary adjustments are included in the checks for pay period 23 and that the correct health benefit rates will be applied again starting with pay period 24.

ANNUAL FLOWER SHOW SET

A vast array of chrysanthemums, the "Flowering Queens of Autumn," will fill the U.S. Botanic Garden Conservatory from Nov. 12 through Nov. 27, 1979. Pompom, spray and the unusual anemone flowered mums are among the many varieties which will be displayed. Standard mums

with blossoms up to six inches across are sure to delight all who visit this annual autumn event. Flowers of white, shades of yellow, orange, pink and lavender will create a kaleidoscope of color for the Botanic Garden's 1979 Chrysanthemum Show. The U.S. Botanic Garden is located at First Street and Maryland Ave., S.W., at the foot of Capitol Hill. It is open daily from 9 a.m. to 5 p.m. Admission is free. For additional information call 225-7099.

NOVEMBER EVENTS AT NASM

The following free aviation films are scheduled to be shown at 7:30 p.m. in the National Air and Space Museum during November:

- November 1, SEARCH FOR THE SKY, the story of Douglas Bader who became a Royal Air Force ace despite the loss of his legs, and was a legend in his own lifetime. With Kenneth Moore and Alexander Knox.
 - November 8, ISLAND IN THE SKY, the saga of searching for a lost plane in the trackless wastes of the Arctic. With John Wayne, Andy Devine and Lloyd Nolan.
 - November 22, HIGH AND THE MIGHTY, reactions of 22 people facing possible death aboard a damaged plane, flying a routine flight from Honolulu to San Francisco. With John Wayne, Claire Trevor and Robert Stack.
- Also scheduled for November are two more "Star of Life" lectures:
- November 7 at 8 p.m., THE SUN AND THE EARTH, and
 - November 14 at 8 p.m., USING SOLAR ENERGY, the last lecture in this series.

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-46 November 13, 1979

LARGEST CIVIL PENALTY PROPOSED FOR SAFETY VIOLATIONS

The agency has proposed civil penalties of \$1.5 million against Braniff Airways for safety violations. This is the largest civil penalty ever proposed by the agency. In a Nov. 6 letter from the Southwest Region, Braniff was cited for numerous maintenance violations of the Federal Aviation Regulations involving the operation of the Boeing 747 and 727 and McDonnell Douglas DC-8. The agency said they did not meet applicable airworthiness requirements for scheduled airline operations during the period from Aug. 1978 to Oct. 1979. In addition to the proposed penalties, the agency will intensify surveillance of Braniff's aircraft and maintenance practices over a period of at least 12 months. Other major enforcement actions carried out by the agency since Administrator Bond announced a stepped-up safety enforcement program March 1979 include proposed civil penalties of \$385,000 against Pacific Southwest Airlines and the temporary grounding of the world's largest commuter airlines, Puerto Rico International Airlines (Prinair).

"LEAD REGIONS" ARE ESTABLISHED

Beginning Jan. 1, 1980, certain FAA regions, to be called "lead regions," will take over various aircraft, propeller and engine certification staff functions that up until now have been handled by Washington headquarters. This means that regions highly experienced in certain phases of aeronautical certification will be the lead region for the entire FAA in their area of expertise. For instance, the Central Region, the home of many large manufacturers of light planes, will be the lead region for matters pertaining to airworthiness standards for small aircraft (Part 23). (See page 2)

PROGRAM ESTABLISHED FOR TECHNICAL EXPERTS

In order to assure continued FAA technical competence in aircraft certification programs, a national resource specialist program has been established by the agency. This cadre of technical experts is being set up to "trouble shoot" or assist in certification programs all over the country. The resource group will include maintenance technicians, airworthiness specialists and flight test pilots.

(See page 2)



LEAD REGIONS (From page 1)

The New England Region, where Pratt & Whitney and small G.E. engines are manufactured, will be the lead region for aircraft engine certification (Part 33). It also is designated the certifying region for all domestic manufactured turbojet engines of 15,000 pounds thrust or greater and for all foreign manufactured engines. The Southwest Region, home of Bell Helicopters, is to be in charge of certificating both heavy and light rotorcraft (Parts 27 and 29). For matters pertaining to propellers (Part 35), the Great Lakes Region will be the lead region..... Overall, the new organization is expected to increase the agency's effectiveness, national standardization and accountability in applying airworthiness standards to aeronautical products.

TECHNICAL EXPERTS (From page 1)

The specialists program is seen as essential for the agency to keep up with rapidly changing technology and as a way for the agency to encourage employees who desire to develop specialized knowledge and skills. It will provide an alternative career ladder which will allow technicians to advance without becoming supervisors. Positions will be advertised for agencywide competition. The selection and assignment of these specialists will be made by the director of the Office of Airworthiness. Out-of-agency candidates may be selected if agency candidates with the required specialized technical training and experience cannot be found.

**TECHNICAL EXPERTS
SUPERSONIC TRANSPORTS**

Former FAA Administrator Najeeb Halaby predicted recently that new engines developed during the next ten years will propel airline passengers at speeds of more than 2,000 miles an hour. Halaby made his predictions at a National Air and Space Museum symposium titled, "40 Years of Jet Aviation." He added that not only will the new engines be able to propel passengers-carrying aircraft at Mach 3 or Mach 4 but also they will do it "on a paying basis," but he did not say how the 2,000 mph planes will be controlled. Halaby was the agency's administrator from 1961 to 1965, during the Kennedy Administration.

NAME CHANGED

The Office of Accounting and Audit has lost part of its name but keeps its AAA routing system. The new name is Office of Accounting. The shorter name reflects the transfer of the operational audit function to the new OST Office of Inspector General (OIG). The Office of Accounting will continue to have responsibility for liaison on audit matters with the OIG and the General Accounting Office. This liaison will be performed by the Financial Programs Staff, AAA-60, which was previously known as the External Audit Division, AAA-600.



TOP LEVEL ICAO JOB OPEN

The International Civil Aviation Organization has a top-level staff job open in its Montreal headquarters. The job is Chief of the Personnel Licensing and Training Practices Section with a gross pay of \$38,190 and a tax-free net pay of \$24,298 for those with dependents and \$26,299 for those without. Qualifications include a university degree or its equivalent in one of the scientific or technical fields. Extensive senior level experience in one or more of the pertinent disciplines also is required and flying experience is desirable. The term of appointment is two to five years and only those who could complete it before reaching the ICAO mandatory retirement age of 60 will be considered. Applications are due in API-19 by Nov. 26. For additional information, contact Marilyn R. Fobbs on (202) 426-3178.

NEW ENFORCEMENT MANUAL ON FINAL

FAA's new consolidated enforcement handbook now is in the final coordination phase and is expected to be ready for distribution to the field in the near future. Consequently, Administrator Bond has told the Regional Directors and other top-level agency officials to take the necessary action to ensure its full implementation. In a November 8 memorandum, Bond noted that the new handbook will incorporate significant changes in the agency's enforcement procedures which "can serve to increase the credibility and quality of our enforcement program." For example, he said, "a major procedural revision will place full responsibility on field organizations and field headquarters staff for the investigation, report processing, and legal handling of all violations which occur within each region's geographical boundaries."

TOUGHER SAFETY RULES PROPOSED FOR BIG PLANES

Last week, the agency issued a proposed rule to upgrade the safety standards of large airplanes operated by aviation service firms, aircraft leasing companies and other non-airline operators. Some 1,200 transport-type airplanes would be affected by the proposal. Many of these have been phased out of airline service and include Boeing 707s and 720s and Convair 880s and 990s, as well as older propeller-driven aircraft. Administrator Bond said a principal target of the proposed regulation is "unscrupulous operators who use legal subterfuges to carry out commercial operations" without meeting the stiff safety standards required for such operations. This is possible, he added, because of the difficulty in establishing whether an aircraft is being operated for "compensation or hire" and thus involved in a commercial venture. In the absence of such a finding, the aircraft can be operated under the less demanding rules governing the use of "private" aircraft. To deal with this problem, the proposed new Part 125 would make the size of the aircraft the basic criterion for determining the applicable safety standards. The rule would apply to all planes capable of carrying 20 or more passengers or a maximum payload of 5,000 or more pounds. It would set requirements for flight crews and impose duty time limitations and it would establish standards for maintenance and inspections and require certain instruments and equipment, including weather radar and emergency gear.



CAFETERIA GETTING FACE-LIFT

Work began last week on the refurbishment and modification of the FOB-10A cafeteria. The renovations will take approximately one year to accomplish and will include new floor and wall coverings, new ceiling, new energy saving light fixtures and a sprinkler system. Usually three of the four serving lines are used to serve customers, and the General Service Administration has promised that at least three lines will continue to be available. While serving line "A", the first on the left, for instance, is shut down, serving line "C", the second on the right, will be activated, and so on.

OPEN SEASON SCHEDULED

The annual Health Benefits Open Season will occur Nov. 12 through Dec. 7. During this period, any eligible employee not currently enrolled may enroll in a health insurance plan and enrolled employees may change their enrollment. A health benefits "Smorgasbord" will be located in the Personnel Office reception area, Room 512 during Open Season. Also, Standard Form 2809 for enrollment or changes in enrollment will be available in this area. For additional information, call the Labor Relations Branch, APT-140, x68916.

OCTOBER RETIREES

Only seven headquarters employees retired during the month of October. This is the smallest number of retirements for any month during 1979. According to Office/Service, they are: AMA: Alvin M. Linton and Thomas B. Payne; AFS: Carl A. Anderson; ARD: Cecil R. Ritter; AAT: Joseph D. Chambless; ASF: Irving Fagin; AMS: William F. Miller. We thank them for their years of service and wish them the best of luck.

AIR SAFETY TO BE AIRED

The politics and economics of air safety will be discussed by Richard Witkin, Transportation Editor of the New York Times, and moderator/producer Richard Heffner on "The Open Mind," Sunday, Nov. 25 at 11 a.m. on WETA (Channel 26) in Washington, D.C. Besides the politics and economics of safety, Witkin and Heffner will talk about what new safety equipment is needed to safeguard air travel, why it is that not all airports have the new equipment and what risks must be accepted if we are to enjoy the benefits of air travel.

HEART TESTS AVAILABLE

The DOT Employee Fitness Center is again conducting cardiovascular stress testing as part of its Preventive Health and Employee Fitness Program. A limited number of FAA openings in this program are available on a first come, first served basis. FAA employees, who are interested in participating, may obtain application forms in the Office of Aviation Medicine, Room 300E. For additional information, call AAM-600, x63536.

CIVIL RIGHTS MEETING SET

The first in a series of monthly programs pointing up special aspects of the agency's Federal Women's Program and the Hispanic Employment Program is scheduled to be held Dec. 4 in the FAA auditorium. The meetings, sponsored by the Office of Civil Rights, will feature speakers, panel discussions, films or dramatizations. Scheduled to kick off the program on the 4th is Dr. Majorie Bell Chambers, immediate past president of the American Association of University Women.

FAA

INTERCOM

HEADQUARTERSDEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-47 November 19, 1979

GRADE AND PAY ORDER SIGNED

The Grade and Pay Retention Order which contains the agency's basic regulations and procedures necessary to implement the Civil Service Reform Act of 1978 has been signed. This order provides grade retention protection to certain employees who, through no fault of their own, have been placed since Jan. 1, 1977 in lower-graded positions. The order applies to employees downgraded in RIFs, transfers of functions and position reclassification downgradings. Virtually all FAA employees serving on permanent appointments are covered. However, termination of a temporary promotion is not covered. Covered employees will retain their former grade for up to two years from the date of their placement in a lower-graded position. They may also be eligible for indefinite pay retention after the expiration of the two-year period of grade retention. Employees who are on grade retention also receive priority placement for position vacancies at the grade they are retaining. Pay retention protection for eligible employees is also provided for in the order and may apply even when an employee does not meet the requirements for grade retention.

SIMULATORS TEACH WITHOUT LEAVING THE GROUND

The agency has issued a proposed rule which would permit increased training and checking of airline pilots in advanced flight simulators. The action recognizes the continuing advances in the sophistication of flight simulators and is expected to encourage airline operators to upgrade their simulators to take maximum advantage of the FAA proposal. The result would be to enhance air safety by permitting pilots to perform critical maneuvers in simulators rather than actual flight. Also, aircraft noise from training flights would virtually be eliminated. Substantial fuel savings--from 32 million to 65 million gallons--also would be achieved from the reduction in training flights. Currently, 35,000 flying hours a year are devoted to training flights. FAA said the change also would stimulate the development of even more sophisticated flight simulators. It noted that simulators are expected to improve to the point where, within five years, it will be possible for a person with no previous flying experience to be trained to fly a modern jet without ever leaving the ground. Under current FAA regulations, the airlines are limited in the types of training they can give their pilots with simulators.

WHERE AM I?

"I don't know what I'm doing; there's no visibility," the pilot cried nervously into her mike. Controller John I. Hardwick of the Sacramento Radar Approach Control told the pilot to level off to prevent any further altitude loss and then attempted to calm her with a series of reassuring comments. For a few minutes, the pilot regained her composure and once again was in control of her aircraft in spite of the near zero visibility. But soon desperation crept into her voice again and she answered, "Oh, oh, my, I'm disoriented. I... I'm going down." Hardwick responded by telling her to pull back on the controls and his calm reassurances were infectious. Soon the disoriented pilot had the Sutter County Airport in sight and radioed that she was going to land. Forty minutes after the first distress call, the single-engine plane was safely on the ground. During the month of October, 245 flight assists were reported--107 by flight service stations, 99 by towers and 39 by centers. There were 507 people reported on board the aircraft involved.

PILOT CERTIFICATE REVOKED

The agency has revoked the Airline Transport Pilot Certificate of the United Airlines Captain involved in the fatal DC-8 accident at Portland, Oregon, on Dec. 28, 1978. The FAA revocation order said Captain Malburn A. McBroom did not monitor his fuel supply with the result that aircraft suffered fuel exhaustion in all engines and crashed on approach to Portland International Airport. Ten people died in the accident. Under the terms of the revocation order, no application for a new

airman certificate shall be accepted from McBroom, nor shall any airman certificate be issued to him without written authorization from the Administrator of the FAA.

VOICE SYSTEM TESTED

A four-month demonstration of the computer-generated Voice Response System (VRS) for automated weather dissemination started in Columbus, Ohio, on November 18. The system was developed to provide pilots with early flight planning weather information directly from a computer. FAA is encouraging pilots to participate in the demonstration, and a brochure explaining how to operate the system has been sent to all Columbus area pilots. By dialing numbers listed in the brochure in conjunction with certain letter combinations, pilots can get hourly surface observations, terminal forecasts and winds aloft information. A demonstration of the system has been conducted in the Washington, D.C. area since April 1978.

PASSENGERS STILL LIKE DC-10

According to recent surveys, airline passengers' confidence in the DC-10 has not flagged as a result of the disastrous Chicago crash last May and the ensuing negative publicity. United Airlines, for instance, reported that 62.5 percent of the seats on its 10s have been filled since the aircraft was returned to service in July. Occupancy rate for the other planes in the United fleet stands at 62.7 percent. United, with 37 DC-10s is the world's largest operator of the aircraft.

DATES SET FOR JOB APPLICANTS

Application dates for summer employment and dates for taking the professional and administrative career examination (PACE) have both been set. PACE is the qualifying examination for a wide variety of entry-level (GS-5 and 7) professional jobs in Federal agencies across the nation. Filing deadlines are Jan. 2, 1980 for the March 1 test and February 15 for testing on April 26. Additional information regarding PACE can be obtained by contacting any Federal Job Information Center, or by writing the U.S. Office of Personnel Management, Washington, D.C. 20415. Prospective summer employees may apply for the written test until Jan. 11, 1980. The test will be given in January and February.

FAAer O. K. AFTER CRASH

Light Service Station Specialist Jewels F. Haley has been released from the Greenville, S.C., General Hospital after being seriously injured in a plane crash on November 2. Haley was on a FAM trip, riding as a cockpit observer, when the light twin commuter airlines aircraft crashed near the Greenville Municipal Airport. Haley, who works at Anderson, S.C., FSS, expects to return to work on a full time basis in the near future.

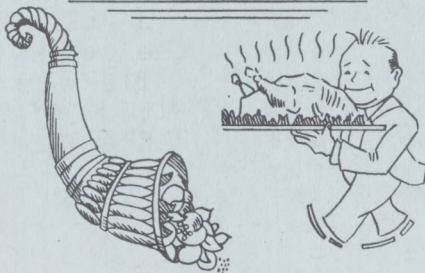
FEDERAL WRITERS WIN PRAISE

Government writers and information specialists are doing their part to keep the people informed and tell it like it is, according to a survey conducted by the National Newspaper Association. The Association said 180 newspaper publishers and editors surveyed across the country reported that government releases are generally more useful than the typical corporate release.

JORDAN NAMED DEPUTY FEDERAL AIR SURGEON

FAA Administrator Langhorne Bond has announced the appointment of Dr. Jon L. Jordan as the Deputy Federal Air Surgeon in FAA's Aviation Medicine Office. Prior to this appointment, Dr. Jordan was Chief of the Aeromedical Standards Division in the Aviation Medicine Office. As Deputy Federal Air Surgeon, Dr. Jordan will assist in managing the agency's aviation medicine activities including the development of medical standards for airmen, investigation of medical aspects of aircraft accidents, operation of the FAA employee occupational health program and the direction of medical research and aeromedical education programs. In addition, his office is responsible for over 7,000 Aviation Medical Examiners (AME), private physicians appointed by the FAA to handle medical certification of pilots and other airmen. Prior to joining the FAA in 1969, Dr. Jordan, who also holds a law degree and membership in the West Virginia bar, was engaged in the general practice of medicine in Williamson, W. Va. He also served as an Army flight surgeon at Fort Lewis, Wash.

THANKSGIVING



CFC PROGRESS REPORT

At the end of the second week of the Campaign, FAA has reached only 31% participation and 41% of the dollar goal. However, the Office of Labor Relations and the Office of Associate Administrator for Administration have both reached 100% participation. Also, ten offices are over the 50% mark. To contribute to CFC, please contact your keyworker. If you don't know who it is, call Barbara Foor at 426-8333. There is still time to help.



<u>Organization</u>	<u>Number of Employees</u>	<u># Emp. Part.</u>	<u>% Part.</u>
Office of the Administrator	20	11	55%
Office of the Deputy Administrator	3	1	34%
Office of Aviation Medicine	38	28	73%
Office of the Chief Counsel	83	11	13%
Office of Civil Rights	15	6	40%
Office of Public Affairs	31	6	19%
Associate Administrator for Policy and International Aviation Affairs	27	23	85%
Office of Aviation Policy	33	31	93%
Office of Aviation System Plans	30	24	80%
Office of Environment and Energy	38	14	36%
Office of International Aviation Affairs	48		
Associate Administrator for Aviation Standards	48	23	47%
Office of Airworthiness	80	19	23%
Office of Aviation Safety	22	7	31%
Office of Civil Aviation Security	41	10	24%
Office of Flight Operations	150	28	18%
Associate Administrator for Air Traffic and Airways Facilities	28	14	50%
Air Traffic Service	244	103	42%
Airway Facilities Service	287	50	17%
Associate Administrator for Administration	7	7	100%
Office of Accounting	90	45	50%
Office of Budget	59	30	50%
Logistics Service	242	74	30%
Office of Personnel and Training	151	42	27%
Office of Management Systems	129	110	85%
Office of Labor Relations	15	15	100%
Associate Administrator for Engineering and Development	21	7	33%
Office of Systems Engineering Management	48	17	35%
Systems Research and Development Service	198	47	23%
Associate Administrator for Airports	15	1	6%
Office of Airport Planning and Programming	41	25	60%
Office of Airport Standards	40	18	45%
Washington Metropolitan Airports	383		
TOTAL FOR AGENCY	2,705	847	31%
TOTAL CONTRIBUTIONS: \$ 68,010.50			GOAL: \$165,120
% FAA DOLLAR GOAL: 41%			

FLENER TO BE HONORED

In ceremonies to be held at 10 a.m. on November 26 in the FOB-10A third floor auditorium, former Associate Administrator for Air Traffic and Airway Facilities will be presented the Secretary of Defense Meritorious Civilian Service Medal. This is the highest award that the DOD can present to a civilian. Flenner was director of Air Traffic Service from December 1968 to March 1973 and Associate Administrator from August 1974 to the time of his retirement in September 1979.

NEW TELEPHONE BOOK COMING

The next edition of the Department of Transportation telephone book is due to be published in January 1980. This will be a substantially changed issue, reflecting the many organization, room and telephone number changes resulting from the Flight Standards reorganization and the Systems Research and Development Service move. According to current plans, the art work on the cover of the new book will be the same as that used on the last--May 1979--issue.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-48 November 26, 1979

AMERICAN AND CONTINENTAL PAY HEAVY PENALTIES

The agency has imposed civil penalties of \$500,000 on American Airlines and \$100,000 on Continental Air Lines for using faulty maintenance procedures on the DC-10 jetliner. FAA said the two airlines used a special fork-lift device to remove and reinstall the DC-10 engine/pylon assembly as a single unit instead of following the recommended procedures for removing and reinstalling each unit separately. The agency said this one-step procedure had the "potential for inflicting damage to the wing, pylon attachment and related structure during either the removal or installation process." FAA noted that the procedure apparently had caused cracks in pylon assemblies of five American DC-10s and four Continental DC-10s. In addition, American was charged with returning DC-10s to service on two occasions with improper repairs to the pylon. Both American and Continental already have paid the fines, but neither admitted any violations of FAA regulations. The actions against American and Continental reflect the agency's increased emphasis on enforcement ordered by Administrator Bond last spring. Other examples are proposed civil penalties of \$1.5 million against Braniff and \$385,000 against Pacific Southwest Airlines for improper maintenance.

FAA/GAMA JOIN FOR SAFETY

The agency's continuing program to reduce the number of general aviation accidents has been given a boost by the General Aviation Manufacturers Association (GAMA). As part of its Safe Pilot '80 program, GAMA plans to give away a \$50,000 airplane and \$25,000 in flight instruction certificates to pilots who attend safety seminars conducted in 1980 in support of the FAA Accident Prevention Program. The drawing for the aircraft will be held on Dec. 31, 1980. The flight instruction certificates will be awarded on a monthly basis with two \$100 certificates going to pilots in each of the FAA's 11 regions every month. Pilots will become eligible for the prizes by filling out entry forms that will be available at the safety seminars. In addition to awarding prizes, GAMA also will make available a wide range of safety-related audio-visual materials for use at the safety seminars.

FAA SAYS NO TO DC-3 TRIMOTOR

The agency has decided not to give the 40-year-old DC-3 a new lease on life as a three-engine prop jet. FAA said replacing the two reciprocating engines on the DC-3 with turbopropeller engines and installing a third turbopropeller engine in the nose raised serious safety questions that could be resolved only by complete recertification of the airplane. The FAA decision in effect kills the prospects for the three-engine DC-3 prop jet since recertification is not considered practical or feasible. Last year, the agency issued a notice of proposed rule making that would have permitted approval of the three-engine DC-3 under special conditions. Among those commenting on the proposal was the Douglas Aircraft Company, the original manufacturer of DC-3, which expressed "complete opposition" to the idea. The Canadian Ministry of Transport and others also voiced their opposition on safety grounds. In withdrawing the proposal, FAA concluded, "The structural integrity of the DC-3 with the changed configuration of three engines can be proved only by demonstrating compliance with the fatigue, flutter and other applicable airworthiness requirements...."

BEWARE OF STRANGERS

An intruder at the Honolulu en route center learned recently that it's a Federal crime to interfere with air commerce. Unfortunately, the learning process was a two-way street and he taught center personnel a good lesson about security--or rather the lack of it--before he was apprehended. For reasons that still are not clear, the intruder walked through an open vehicle

gate at the Honolulu center past a preoccupied guard and proceeded unchallenged past a number of employees to the center's power generator house. There, he tripped all the circuit breakers, shut off the air conditioning and rammed a 12-inch screwdriver through another piece of equipment before he was frightened off by returning technicians. As a result of his work, the center lost radar and radio contact with all aircraft under its control for two to four minutes. No incidents occurred but the potential certainly was there. As for the intruder, he subsequently was apprehended trying to hot wire a pickup truck belonging to a center employee, hauled into court and indicted on a Federal felony charge.



SKYLAB FALLOUT

Dr. William Smith, Manager of the Laboratory Measurements Program of the FAA's High Altitude Pollution Program, was honored by NASA Nov. 20 for his work during the Skylab re-entry program. Smith was responsible for the creation and coordination of the FAA program to keep air traffic out of the re-entry path of Skylab on July 11. The citation, presented to Dr. Smith by NASA Administrator Dr. Robert Frosch, read "...In recognition of his outstanding contribution to NASA and the Skylab re-entry team, and for exceptional coordination of air traffic, domestic and foreign, during the planning, preparation, and simulation, and final performance of the re-entry of Skylab, America's first space station."

MINORITY FIRM TO MONITOR FSS AUTOMATION

The agency has awarded a contract with a potential value of \$6,165,000 over a four-year period to Sterling Systems, Inc., of Washington, D.C., to monitor the progress of FAA's modernization program for its Flight Service Stations. The contract calls for Sterling to provide independent verification and validation of the FSS modernization program as it proceeds through each stage of development and production. Sterling's main responsibility will be to assure the progress of the program as it moves from design of the basic computer hardware to actual implementation of the equipment. The FSS automation effort is expected to move into high gear in the next month or so with the award of competitive one-year "design verification" contracts for development of the basic computer capability. A production contract would follow.

MAKING SLIDES FIRE-RESISTANT

Researchers at NAFEC are testing new materials and coatings for aircraft evacuation slides that could survive more than ten times or longer than present slides under certain fire conditions. The investigation was started after a number of slides and slide-rafts of a Continental Air Lines DC-10 burned during an emergency evacuation following an aborted takeoff at Los Angeles International Airport in March 1978. Researchers at NAFEC have already begun evaluation of promising new materials, and a contract has been awarded to study the feasibility of applying reflective coatings to in-service evacuation slides and slide-rafts when they are tested for leaks--approximately every 30 months.

ENGLISH REVISITED

Most of us learned English as small children. Even though we may have forgotten much of it since coming to work for the FAA, we will often lapse back into the mother tongue at home when speaking to the old folks, the kids, and the dog. There's no reason we couldn't use it at work, too. To this end, Intercom will translate short passages of FAA into English from time to time. The first passage comes from an item in last week's Intercom, just to show that no one will be spared: "The FAA revocation order said Captain Malburn A. McBroom did not monitor his fuel supply with the result that the aircraft suffered fuel exhaustion in all engines and crashed on approach to Portland International Airport." In English, this would go: "The FAA said Captain Malburn A. McBroom let all his engines run out of fuel, and crashed on approach to Portland International Airport." The rule here is that less is more. You get a better sentence by squeezing all the long words out of it.

COMMUTER AIRLINE MEETING SET

The first commuter air carrier safety symposium is scheduled for Jan. 16-17, at the Sheraton Hotel in Reston, Va. Discussions at the two-day meeting will focus on accidents and, particularly, the elimination of accidents. Also examined will be the safety actions incorporated in the recent revision of FAR Part 135, which sets the standards for air taxi operators and commercial operators of small aircraft.

CFC PROGRESS REPORT

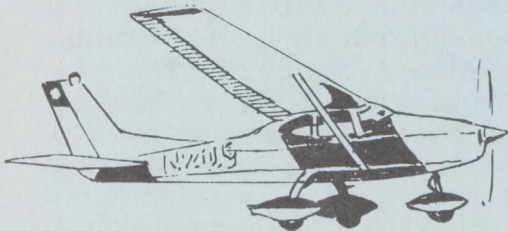
The Combined Federal Campaign is being extended until December 7 to give every employee an opportunity to participate and insure that no one is missed because of holiday leave. At the end of the third week of the campaign, FAA headquarters had reached 55 percent of its dollar goal with 44 percent of the employees participating. The average donation was \$74.52. Those who have not contributed or would like to increase their pledge should contact their keyworker ASAP. Remember that sharing with those less fortunate than ourselves really is what the Christmas season is all about.

Organization	Number of Employees	# Emp. Part.	Part.
Office of the Administrator	20	11	55%
Office of the Deputy Administrator	3	1	34%
Office of Aviation Medicine	38	30	78%
Office of the Chief Counsel	83	11	13%
Office of Civil Rights	15	6	40%
Office of Public Affairs	31	9	29%
Associate Administrator for Policy and International Aviation Affairs	27	25	92%
Office of Aviation Policy	33	31	93%
Office of Aviation System Plans	30	27	90%
Office of Environment and Energy	38	28	73%
Office of International Aviation Affairs	48	13	27%
Associate Administrator for Aviation Standards	48	35	72%
Office of Airworthiness	80	29	36%
Office of Aviation Safety	23	22	95%
Office of Civil Aviation Security	41	30	73%
Office of Flight Operations	150	40	26%
Associate Administrator for Air Traffic and Airways Facilities	28	17	60%
Air Traffic Service	244	131	53%
Airway Facilities Service	287	145	50%
*Associate Administrator for Administration	7	7	100%
Office of Accounting	90	58	64%
Office of Budget	59	30	50%
Logistics Service	242	83	34%
Office of Personnel and Training	151	64	42%
Office of Management Systems	129	114	88%
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Office of Systems Engineering Management	43	21	49%
Systems Research and Development Service	198	68	34%
Associate Administrator for Airports	15	11	73%
Office of Airport Planning and Programming	41	25	60%
Office of Airport Standards	40	18	45%
Washington Metropolitan Airports	383	42	10%
TOTAL FOR AGENCY	2,701	1,207	44%

TOTAL CONTRIBUTIONS: \$ 90,964.75
 % FAA DOLLAR GOAL: 55%

GOAL: \$165,120

* Indicates 100% participation



FEMINIST TO SPEAK

Dr. Marjorie Bell Chambers, a well-known advocate of women's rights, will be the featured speaker December 4 when the Civil Rights Office initiates a monthly series designed to focus attention on the agency's special emphasis programs for women and Hispanics. Dr. Chambers was propelled into the national limelight earlier this year when she was named acting chair of the President's Advisory Committee for Women following Bella Abzug's dismissal. She

held that post for four months until a new chairperson was named and then became the vice chair. Dr. Bell's long list of credits and accomplishment include the presidency of Bell-Chambers Associates, a consulting firm based in Los Alamos, N.M., that specializes in equity management. She also is a past president of the American Association of University Women (1975-1979). The December 4 program will begin at 12 noon in the auditorium.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-49

December 3, 1979

COMPUTER RELIABILITY IMPROVING TAYLOR TELLS CONGRESS

Refuting press reports that computer outages are increasing at air route traffic control centers, Deputy Administrator Quentin Taylor told a Congressional committee on November 26 that the agency has made significant progress toward improving the reliability of the en-route computers. Testifying before the House Ways and Means Subcommittee on Oversight, Taylor noted that the number of "unscheduled start-overs" — computer interruptions of less than one minute -- has been cut from an average of 15-20 per week per center just two years ago to a weekly rate of about seven per center today. Similar gains have been made in reducing the number of system outages of more than one minute duration, he added. They are now occurring at a rate of less than one a week per center with the average duration of each outage being about seven minutes. Taylor, an electronics engineer who began his FAA career as an Airway Facilities technician, also disputed allegations that computer outages are a hazard to aviation safety. "It is the exception when such interruptions pose any significant threat to safety," he said. "While it is understandable that interruptions might raise concern about safety, the reality is that the system itself, as well as air traffic procedures, is designed to accommodate interruptions without creating safety pro--

NEWS SUMMARY

The House and Senate have approved a record \$9.5 billion Department of Transportation budget for FY 1980 and sent the bill to the President for signature. Included in the DOT appropriation is \$3.2 billion earmarked for FAA..... FAA has adopted tough new standards for aircraft tires, wheels and wheel-brake assemblies to reduce the potential for accidents due to blowouts and similar failures during takeoffs and landings. The new standards, for example, will require the high speed tires for jet aircraft to have a demonstrated capability to carry weights up to 61 percent higher than their rated loads. Present rules require these tires to be tested only to their rated loads..... Mexicana Airlines has been charged with violating FAA security requirements by permitting 153 passengers to board a flight to Los Angeles last May without any check for weapons. Mexicana was given 30 days to respond to the charges and state whether it will accept the agency's proposed \$100,000 civil penalty..... FAA's newest airport control tower was dedicated at the Charlotte, N.C., Airport on December 4. The 168-foot high structure is similar to the towers at Atlanta and DFW with four massive concrete shafts supporting the tower cab and housing the support and environmental systems.

blems." He pointed out that the majority of computer interruptions are very brief. Controllers switch to the back-up "broadband" radar system when longer outages occur. Other excerpts from the Deputy Administrator's testimony follow:

"Unscheduled interruptions are primarily caused by hardware (equipment) failures and software problems. The system continuously monitors itself in order to detect these abnormalities, and is designed to prevent presentation of erroneous data to the controller. Consequently, when the system detects erroneous data which could mislead the controller, it either corrects that data with no interruptions or flushes that data from the system by inducing a 'startover.' In a startover, the system analyzes the problem, corrects the problem, recovers, and presents the correct data to the controller. Startovers normally require less than 10 seconds but, dependent on the problem which needs to be corrected, may exceed this time-frame. Rarely would a startover reach a minute in duration.
. . .

"A point I would like to emphasize here is that a startover is itself a beneficial aspect of the system since it (1) corrects erroneous data and (2) reduces the length of time that would otherwise result from manual intervention to correct the problem. From the standpoint that it is not technologically possible to reduce computer errors to zero, startovers avoid the adverse consequences that could otherwise arise from presenting erroneous data to the controller. . . .

"As I previously stated, most system interruptions generally last only for a few seconds. In this connection, I should note that radar data shown on a controller's display is only updated every 10 to 12 seconds. The effect of a momentary interruption is therefore generally negligible. The concerns with momentary interruptions, then, are essentially that: (1) they are a source of concern to the controller which, if unchecked, could damage system credibility, (2) an increasing number of momentary interruptions is generally a prelude to longer system interruptions, and (3) they signify errors within the system that should be corrected. For these reasons, we are aggressively working, as I will describe later, to reduce momentary interruptions.

"System outages last longer than momentary interruptions and therefore require different actions.

When a system outage occurs, the controller switches to broadband radar--our backup system--to continue tracking or controlling the aircraft he is concerned with. Broadband radar was the system used in all centers until 1974 when we began switching to our present Radar Data Processing (RDP or narrowband) system. . . .

"The basic impact from using broadband radar rather than RDP, or manual control rather than broadband, is a loss of efficiency in the system. RDP has a number of automatic features which free the controller from performing tasks required with broadband. Therefore, delays may occur when broadband is used rather than RDP. Similarly, broadband is significantly more efficient than manual control of traffic. . . .

When an RDP outage occurs, the radar controller is made aware of the outage by one of several indications on his display. The message or lack of a message on the display may give him an indication as to the likely duration of the outage, but there is no certainty that that likelihood will in fact occur. The controller must, therefore, first make an assessment based on traffic circumstances as to how long he can wait before he begins a transition to the broadband system . . .

"Once a controller has decided that a transition to broadband is necessary, all he needs to do is to push a single button to get broadband data displayed. At this time, all aircraft will be displayed; however, the aircraft under his control will not specifically be identified as such nor will altitude be reflected on the screen. The display at this time will be in a vertical position. Accordingly, the controller will have to lower the display to a horizontal position, identify aircraft by one of several means, and place 'shrimp boats,' which are identification tags, next to the aircraft under his control . . .

"There is no doubt that transitioning from narrowband to broadband can be a busy time, and, as we expressed before, there are more controller tasks associated with the use of broadband than there are with narrowband. But there is nothing unsafe about the use of broadband radar. It is a fully adequate system for controlling air traffic, though a less efficient one than narrowband. And our controllers are a highly trained group of individuals who are fully capable of making the

transition from narrowband to broadband safely and professionally. . .

"Immediately following the initial implementation of narrowband in 1974, the transition from narrowband to broadband was probably less difficult than at the present time since the controllers in the workforce at that point had been trained and worked throughout their careers on the broadband system. . . By 1976, the workforce began to include radar controllers who, although they had been provided training on broadband and were fully qualified to work broadband, had no extensive operational experience with the broadband system. . . Recognizing this problem, FAA's Director of Air Traffic discussed alternatives to accommodate this developing problem with all of the FAA regional Air Traffic Division Chiefs. As a result of that discussion, it was recommended that each develop computer simulated training problems to include simulated narrowband failures.

"Following the issuance of that recommendation, the instructional program guide for en route air traffic controllers was modified to require training which included narrowband radar failures and the subsequent transition to broadband as part of the training for developmental controllers. Subsequent program guides have strengthened this training requirement. . . Today, even before starting radar training at a facility, each developmental controller is provided training in transition from RDP to broadband. And later, during radar training, RDP 'failure' training is administered as part of the developmental controller's required radar simulation training problems.

"I'd like to address now some of the specific actions we have taken to improve system performance as well as some of the future actions we will be taking. Since 1977, we have refined our reporting system for interruptions to provide a better management tool to address the problem. We have conducted periodic conferences of our sector managers to emphasize management awareness of the problem and to develop plans for further solutions. We have formed a national group to categorize problems in the system and to track solutions; in effect, we have established a '10 Most Wanted List' so that we can systematically address major problems that arise. We have worked to stress to our field personnel the need for aggressive maintenance and follow up of each system interruption. We have made certain organizational refinements at NAFEC to assure that new software is comprehensively checked out. This has resulted in new software being tested five times instead of one, and at two locations instead of one, before handoff to facilities for operational implementation.

"We have worked to develop a better system of key site testing of proposed system improvements. We have tried to improve our response time to problems experienced with the system and on many occasions immediately fly members of our support staff to operational facilities when problems occur. In this respect, I should note that at our centers we have a round-the-clock maintenance presence to respond immediately to maintenance problems which occur. We have provided new and more advanced test equipment, such as logic analyzers, to our facilities so they can better diagnose

problems that occur. We have provided improved lightning protection to our centers to reduce the possibility of power failures. And we have worked on the development of a new system, Direct Access Radar Channel (DARC), to replace broadband . . .

"In the longer term, there are a variety of improvements planned. Sometime in the mid 1980's we hope to have installed in our facilities an Electronic Tabular Display System (ETABS) which will replace our present flight strip printers with electronic displays and touch entry devices. We have plans for a Remote Maintenance Monitor (RMM) to provide realtime monitoring of equipment. Before the end of 1982, we hope to implement an Automated Data Distribution System to provide an electronic data transmission system for transmitting computer tapes to field facilities. And, sometime in the mid to late 1980's we are planning to replace our entire existing network of air traffic control computers at a cost on the order of \$1.5 billion; a project on which we have been working for over two years and which may well be the biggest computer project ever undertaken. And there are a variety of other actions planned.

"To sum up, Mr. Chairman, we have in place the finest air traffic control system in the world - both in terms of equipment and personnel - but the system has its imperfections. You may be assured we will continue to work to lessen those imperfections and to improve upon the system. . ."



FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-50 December 10, 1979

TCA FOR SAN DIEGO PROPOSED

The agency has issued a notice of proposed rule making to establish a terminal control area at San Diego. This would make San Diego the first of approximately 35 (formerly 44) new locations slated to get TCAs as part of a special air safety program announced by Administrator Bond late last year. The NPRM was published in the Dec. 6 Federal Register along with a petition to the agency from the Aircraft Owners and Pilots Association (AOPA). AOPA is asking the agency to begin rulemaking proceedings leading to a special air traffic rule for San Diego's Lindbergh Field. Among the items AOPA is seeking are safety corridors for operations to and from Lindbergh Field. Since the AOPA petition is related to the FAA proposal for a TCA, the agency decided to publish it at the same time as the NPRM and give the public a chance to comment on both of them. Comments must be submitted by Feb. 5. FAA's proposed TCA for San Diego is the latest step in an 11-point program begun last year to improve air safety in the San Diego area. About 80 percent of that program is complete. Administrator Bond initiated the program following the Sept. 1978 midair collision at San Diego which killed 144 persons.

CARTER SIGNS MONEY BILL

The 1980 Department of Transportation \$9.5 billion appropriations bill was signed by President Carter November 30. Major items in the FAA appropriations include: Operations, Grants-in-Aid for Airports and Facilities and Equipment. F & E appropriations cover funding for VOR/VORTAC equipment for the third year and initial funding of solid state equipment to replace vacuum tube ASR and ILS equipment. A total of 57,557 full-time, permanent positions are included in the bill. (See chart on page 2)

CHICAGO BREAKS RECORD

For the second consecutive year, air traffic controllers at the Chicago en route center have topped the two million mark in aircraft operations. To date, Chicago is the only center to reach this plateau. Center chief Roger Brubaker reacted to the event like a winning football coach, giving full credit to his team. "Such an achievement could not have taken place were it not for the high level of professionalism and cooperation which exists among the airway facilities specialists, the air traffic controllers and the pilots who pass through our airspace," Brubaker noted.

1980 BUDGET

	<u>1979</u> (\$ in 000)	<u>1980</u> (\$ in 000)
Operations	2,032,773	2,087,295
Facilities, Engineering & Development	18,515	20,500
Facilities & Equipment	345,360	293,000
Research, Engineering & Development	75,100	75,000
Grants-in-Aid for Airports	639,295	650,000
Operation & Maintenance, Metro- politan Washington Airports	24,488	25,465
Construction, Metropolitan Washington Airports	5,000	6,785
(Aircraft Loan Guarantees)	(100,000)	(650,000)

However, several measures still pending will have an important effect on fiscal year 1980 resources: 1. Final determination on a Supplemental appropriation to pay for the pay raise that went into effect October 1979. It will cost FAA in excess of \$100 million, and OMB Bulletin 80=2 suggests a possible absorption of 40 percent within the above appropriations; 2. The \$500 million cut in Government-wide travel and transportation directed by P.L. 96-86 of October 12, 1979, of which FAA's portion is initially set at 8 percent of original estimates. Final decisions will come when the President's new budget is completed at the end of this month.

'TIS THE SEASON TO BE ...CAREFUL

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

ATCS REMOVED FOR USE

While off duty, an employee was stopped by police who concluded that the employee had been using marijuana. For this and other reasons, the employee was removed from his position. The employee then appealed to the Merit Systems Protection Board, which upheld the removal citing the clear responsibility of all FAA employees to avoid the use and/or possession of unlawful or controlled substances.



RECORD FUNDS GO TO AIRPORTS

Agency funding of airport planning and development projects reached record levels during fiscal year 1979 with a total of more than \$650 million. Included among the airport development funds were grants to six communities for construction of new general aviation airports--Tunica, Miss.; Burlington, Colo.; Chamberlain, S.D.; Walker County (Jasper), Ala.; Morrilton, Ark., and Pinckneyville-DuQuoin, Ill. In addition, two communities received funds to buy existing privately-owned airports for general aviation use--The Spirit of St. Louis Airport in suburban St. Louis and Puyallup Airport near Seattle. Overall funds were allocated for 496 projects at airports serving scheduled and commuter airlines and for 361 projects at general aviation and reliever airports.

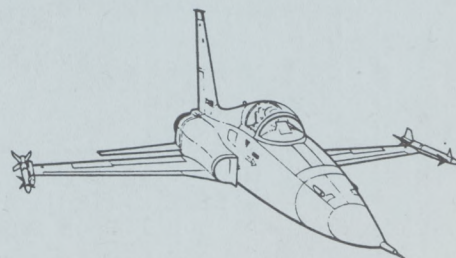
JOBS OPEN WITH ICAO

The International Civil Aviation Organization has two technical officer jobs available in Montreal. One job requires extensive experience as an air traffic controller and substantial experience in the planning and implementation of modern air traffic systems. Applicants for the second post must have broad experience at a responsible level in the personnel licensing and training fields as well as experience in the interrelationship of aircraft operations with aviation medicine, air traffic services, and aircraft maintenance. Flight crew experience also is necessary. Both jobs are at the P-4 level with a gross pay of \$29,940 and a net pay (free of tax) of \$29,209 with dependents and \$21,756 without dependents. A post adjustment (cost of living

allowance) also is provided. Only those who could complete the two year appointment before reaching the ICAO mandatory retirement age of 60 will be considered. Applications are due in API-19 by Jan. 14. The contact is Marilyn R. Fobbs on (202) 426-3178.

ENGLISH REVISITED

This week's English lesson is on how to use the passive mood. Here is the general rule on how to use the passive mood: Don't. Often you can spot the passive by the word "by", as in the sentence, "I was hit by John". In the active mood, this would be, "John hit me." If your kid came out with the first sentence, you would think John had hit him hard enough to scramble his brains. Intercom recently found the following two specimens of the passive, lying huddled back to back in a thicket of FAA prose: "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." Or, as we would say in English: "The Secretary of Transportation has temporarily assigned Murray E. Smith to set up the Inspector General's office which Congress ordered in 1978. Smith is the FAA's Deputy Associate Administrator for Administration."



TIME TO SIGN FOR TRAINING

The Training and Career Development Branch has begun the annual call for training requirements for Washington headquarters. Offices and Services have been asked to submit these requirements for FY 1981 to APT-130 by December 21. The annual Notice, Call for FY 1981 Training Requirements, N 3000.50, has been distributed to the Branch level. Agency policy is for first-line supervisors to initiate training requirements. This means that supervisors will be discussing training with employees over the next several weeks. Although there is no guarantee employees will receive the training they want or that their supervisors recommend, they are encouraged to take advantage of this opportunity. Joe Proctor, APT-130, x63320, is the Training Requirements Coordinator and is available to answer questions.

CHRISTMAS FUND--INJURED PILOT

Aviation Standards is setting up a Christmas fund to help defray the medical expenses of Hangar 6 pilot, Frank Buchanan, who was seriously injured in a motorcycle accident in late July. Buchanan has been hospitalized since the accident and is currently a patient at Montabello Hospital Center in Baltimore. Persons who wish to contribute to the fund should contact Ginny Hoover (room 316C x68441) or Lynda Mancini at Hangar 6 (557-2450).

CREDIT UNION MOVING

Credit Union Officers have confirmed a rumor that the FOB-10A 5th floor credit union facility will be closed effective March 1. Thereafter, services will be available only at the Virginia Avenue office of the Credit Union. A meeting of the Board of Directors of the Credit Union will be held on December 17 at 5:00 p.m. at the Virginia Avenue building. Members wishing to express their preference may attend this meeting.

CFC PROGRESS REPORT

At the end of the fifth week of the Campaign, the FAA reached 64% participation with 67% of the dollar goal (\$111,352.26). Please see the board on the first floor for office/service percentage. All those who have participated in the Campaign--Keyworkers and Contributors--deserve credit. The 36% who have not participated yet should remember that they have until December 14 to turn their pledge or donation in.



FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-51 December 17- 1979

BOND DESCRIBES NEW COMPUTERS

Administrator Bond last week outlined the agency's ATC computer replacement program for the late 1980s and 1990s. Testifying before the House Public Works and Transportation Subcommittee on Aviation, Bond conceded that it would be possible to buy off-the-shelf computers and translate the existing software programs for use in this equipment as some would advocate. However, he emphasized, "we'd still have basically a 1960 vintage program that just is not adaptable to the world of the 1990s and beyond." Bond noted that the agency must resolve numerous policy and technological questions before designing a new system. These include the controllers' role and responsibility in the system as the level of automation increases, the acceptability of machine solutions to pilots and controllers, detection and correction of human error, and definition of the evolutionary steps to a more automated system. "This is a major undertaking," Bond continued. "The existing system must be kept up to its full operational capability, the transition to a new system must be in a manner that the controllers do not require a significant amount of retraining, and the transition over to the new system must be so smooth that there (See p. 2)

CHRISTMAS HOLIDAY EXTENDED

President Carter has designated the Monday before Christmas as a holiday for Federal employees, giving most civil servants a four-day weekend. Those who have to work will receive holiday pay.

FAA DEFENDS CONTROLLERS

A jury in Charlotte, N.C., has returned a unanimous verdict in favor of four FAA air traffic controllers who were sued personally for \$35 million each in connection with the fatal crash of an Eastern Air Lines DC-9 in September 1974. The suit was brought by Eastern and 19 insurance companies who claimed the controllers were negligent because they failed to detect the jet's low altitude as it approached the Charlotte Airport and warn the pilot. The aircraft crashed short of the runway killing 72 and injuring nine. The controllers were represented during the four-week trial by FAA Assistant Chief Counsel Michael J. Pangia, a former Justice Department attorney, who also argued the case for the Government. After the trial, jurors said they were quite impressed with the candor and professionalism of the four controllers and found the evidence clearly in their favor.

BOND (From page 1)

are no immediate major changes in operations or procedures. The new system must also provide capabilities to add new automated functions. All these factors require careful planning and execution. It's a large complex order, and I'm confident we're going about it in the correct manner."

CONTROLLER NOT AT FAULT

A Georgia district court found recently that a controller had "satisfactorily performed his duties" when he told a pilot, who subsequently crashed in a thunderstorm, that other pilots had reported only light to moderate turbulence in the line of storms. The court stated that the controller had properly reported the weather known to him--the location of the thunderstorm--as well as weather reported to him by other pilots.

CONTROLLER ERROR CITED

A controller's error was cited as the primary cause for the recent, well-publicized near mid-air collision between Delta and Air Florida airliners over North Carolina. The System Error Report of the Washington Center's Facility Review Board found that a controller failed to radar identify the Air Florida plane before clearing the Delta plane to descend. As a contributing cause the report listed a temporary computer outage which changed "a moderate, routine flow of traffic into a complex situation...." The computer had come back on several minutes earlier at the time of the near mid-air, however.

PRESIDENT WANTS LESS PAPER

President Carter has fired another salvo in the Administration's continuing battle to reduce Government paperwork. The President's latest action was to sign an Executive Order that creates a "paperwork budget" for all Federal agencies. Under the new system, each agency will be required to submit an annual estimate of the number of hours required to fill out all its forms. The Office of Management and Budget then will hold agencies to that figure or order a cut. The process will be similar to the spending budget and give agencies an incentive to eliminate or streamline burdensome forms. The Presidential directive also includes a "sunset" provision whereby all forms will terminate every five years unless action is taken to continue them. In addition to the Executive Order, which is aimed primarily at cutting the paperwork burden on the public, President Carter also is asking the Congress for new legislation that would hold down paperwork within the Government itself. The Administration's proposal would help eliminate or simplify 278 annual Federal agency reports, saving at least \$5.5 million a year.

SOMEONE OUT THERE LIKES US

We've been so busy dodging brickbats lately that we almost missed the bouquet that was tossed our way by the Missouri Pilots Association. The 1,800 members of the organization proclaimed November as "FAA Thank You and Appreciation Month." citing agency employees specifically "for your dedicational skills, your patience and all the things you do right for us." Thanks, Missouri pilots, we needed that!

2nd CAREER TRAINING BILL KILLED BY CONGRESS

House of Representatives has voted down H.R. 5870, the revised Second Career Training Bill. The bill came up on the floor of the House under a "suspension of rules" and required a 2/3 majority for passage. The revised bill made qualification for training stricter. For instance, the new bill would have precluded controllers eligible for retirement from entering Second Career Training.

DANGERS OF WINTER FLYING

Last month's outstanding flight assist, as selected by the Air Traffic Service, underscores the added dangers of winter flying. In this particular case, the pilot should have been especially wary because he was flying in Alaska where winter comes early and stays late. Fortunately Specialist Gordon Bliss at the Kenai Flight Service Station was standing by when the pilot reported he was in a "white out" in mountainous terrain, was collecting ice, had inaccurate navigation equipment and was running low on gas. Reacting with cool professionalism that made a difficult flight assist appear almost routine, Bliss used the station's direction finding (DF) equipment to pinpoint the aircraft's location. Then he proceeded calmly to guide the pilot down to a safe landing at the Kenai Airport, knowing all along that this probably was a preview of coming attractions for the winter of 1979/80....During the month of November, 198 flight assists were reported, 72 by flight service stations, 85 by towers and 41 by centers. There were a total of 301 people reported on board the aircraft involved.

A WORD TO THE WISE

The Department of Transportation has a word of advice for people who might misuse Government-owned and leased vehicles. That word is "don't." DOT reminds us that use of these vehicles for other than official purposes is a serious matter, and abusers are subject to disciplinary action. In addition, DOT says all Government-owned vehicles must be operated in accordance with all applicable laws and regulations. Federal employees are not exempt from State and local traffic laws and are personally responsible for fines or other penalties incurred as a result of violations of such laws.

BURBANK GETS NEW TRACON

Agency and Burbank-Glendale-Pasadena Airport officials early this month broke ground at the airport for a new FAA Terminal Radar Approach Control (TRACON) facility. The new \$1.6 million building will be a single story, concrete structure with 13,500 square feet of floor space and contain the latest state-of-the-art design Automated Radar Terminal System (ARTS III). The TRACON presently has 44 controllers and handles 340,000 annual operations.



**HOLIDAY
GREETINGS**

TELLING IT LIKE IT IS



Remember last winter trying to figure out what Condition One, Condition Two and Condition Three meant? Either "One" or "Three" meant Government employees didn't have to go to work but no one was ever quite sure which it was. And Condition Two was a complete mystery. Well, the Office of Personnel Management has decided to give our collective brain a rest this winter. OPM is discontinuing the use of these ambiguous terms and substituting self-explanatory descriptions of administrative actions for dealing with snow emergencies. They are: Early Dismissal, Delayed Arrival/Liberal Leave and Closure. Now why didn't somebody think of that before?

AWARDS AND REWARDS

The Office of Personnel and Training has presented the Outstanding Performance Rating and Quality Increase to Rose A. Chaconas of the Programs, Planning and Requirement Branch.

CREDIT UNION MAY NOT MOVE

According to members of the Transportation Credit Union Board of Directors, the decision to move the Credit Union office from FOB-10A to the Virginia Avenue location is not yet final. Credit Union officials report that they are still exploring options with DOT officials about making such a move.

 **Happy** 
Holidays

SPACE FICTION FILMS COMING

A free, space fiction film series is slated to be presented in the Air and Space Museum theater starting early next year. Shows which begin at 7:30 p.m. are: Destination Moon (USA, 1950) plus A Trip to the Moon (France, 1902) Jan. 4, 1980. The main feature, based upon Robert Heinlein's novel Rocketship Galileo, is known for its scientific portrayal of a trip to the moon. The second short, silent feature is considered the world's first science fiction film. Die Frau im Mond (Woman in the Moon) (Germany, 1929) Jan. 11, 1980. Fritz Lang directed this silent film which had significant influence in the development of science fiction and space travel research. Rocket pioneers Hermann Oberth and Willy Ley were technical directors. Things to Come (UK, 1936) Jan. 18, 1980. Advances in science and technology help rebuild a civilization destroyed by world war. A film adaptation of H.G. Wells' The Shape of Things to Come with screenplay by Wells himself. With Raymond Massey. War of the Worlds (USA, 1953) Jan. 25, 1980. Academy Award-winning special effects are used in this high-budget Hollywood spectacular of H.G. Wells' classic tale. With Gene Barry. The Day the Earth Stood Still (USA, 1951) Feb. 1, 1980. An interstellar messenger lands his flying saucer near the White House. When politicians ignore his pleas for world peace, he turns to earth's scientists. With Michael Rennie and Patricia Neal. The Conquest of Space (USA, 1955) Feb. 29, 1980. Based upon Wernher von Braun's book The Mars Project.

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-52 December 26, 1979

THE NEWS IN BRIEF

The FAA program announced in Dec. 1978 to establish an additional 80 terminal radar service areas is nearing the halfway point. Administrator Bond told Congress recently that since this program was announced, 35 new TRSAs are now in operation. This brings the total number of TRSAs to 121. FAA's agreement with the Federal Aviation Science and Technological Association (FASTA) has been extended automatically for another year (to Dec. 1, 1980). This is the first time a national agreement with an employee organization has been extended in this manner.....

Congressman William M. Thomas commended the Palmdale en route center for its energy conservation program that resulted in the saving of five million cubic feet of natural gas in 1978 and a projected 6 million cubic feet in 1979. The California Republican inserted a statement in the Congressional Record noting that these efforts will save the taxpayers more than \$25,000 over the two-year period.....

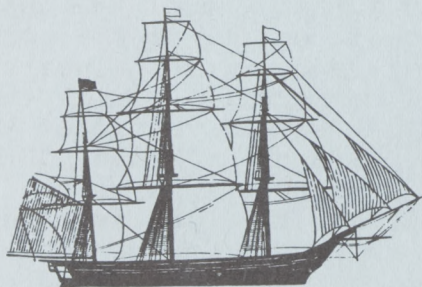
The intruder who flipped the power switches at the Honolulu en route center in mid October, blanking the radar scopes and knocking out communications, has been indicted by a Federal Grand Jury and faces possible 10-year jail sentence. The judge set bond (See page 2)

"BLUE RIBBON" PANEL TO ASSESS FAA SAFETY PROCEDURES

Secretary Goldschmidt has asked the National Academy of Sciences to appoint a panel of experts to evaluate the way FAA regulates the safety of aircraft design, production and maintenance. Goldschmidt said the panel will determine the strengths and weaknesses of the FAA procedures and recommend improvements where needed. George Low, president of Rensselaer Polytechnical Institute and former director of NASA's Appollo space program, will chair the panel of experts. Among the members will be former FAA Administrator John L. McLucas, now Executive Vice President of Communications Satellite Corp. Goldschmidt said the independent analysis was being commissioned to assure both a high degree of safety in air travel and guarantee the integrity of U.S.-made aircraft and parts in international commerce. Despite the excellent safety record of aviation, Goldschmidt added, "FAA Administrator Langhorne Bond and I feel that the time is right for a thorough, independent, qualified review conducted by outside experts to examine our certification system with trained eyes. We want to be able to assure the flying public that our procedures are sound and we want to improve them (See page 2)

PROBABLE CAUSE DETERMINED

The National Transportation Safety Board has determined that the probable cause of the DC-10 crash in Chicago on May 25 was the asymmetrical stall and the ensuing roll of the aircraft because of the uncommanded retraction of the left wing outboard leading edge slats and the loss of the stall warning and instrument readings in the cockpit. These failures were due to the separation of the no. 1 engine and pylon assembly at a critical point during takeoff. The separation, according to the Board, resulted from improper maintenance procedures. Contributing to the cause of the accident was the vulnerability of the design of the pylon attach points to maintenance damage. Also mentioned in the report as contributing to the accident were deficiencies in FAA surveillance and reporting systems which failed to detect and prevent the use of these improper maintenance procedures. A total of 273 people lost their lives in the crash which was the worst in U.S. aviation history.

**NEWS** (From page 1)

at \$100,000 noting that the suspect previously had been arrested for having illegal firearms and was free on \$500 bail at the time he invaded the center..... A new publication listing over 250 airport technical reports, including such subjects as visual aids and fog dispersal along with policy and environmental studies, is now in print. Ask for AC 150/5000-4, "Announcements of Availability of Airport Research and Technical Reports....." The supersonic Concorde set a record recently by zipping across the North Atlantic in less than three hours--two hours, 59 minutes and 36 seconds to be exact. The big jet averaged 1,172 mph on the New York to London flight..... The Air Force Communication Service, which, among other things, provides air traffic control for the Air Force, has changed its name to Air Force Communication Command.

BLUE RIBBON (From page 1)

where improvements are warranted." The contract with the Academy specifies that it will "evaluate the quality of the process by which technical standards, once adopted, are enforced, improved and adapted to changing circumstances." A broader responsibility charges the panel with evaluating the policies and assumptions by which decision-making authority is delegated both within the FAA and to outside companies. In that evaluation the experts will review the selection, use and supervision of representatives designated by manufacturers as a part of the certification process. A final report is due June 30, 1980.

BOARD CONFERENCE SCHEDULED

The agency will hold a two-day conference in late January to discuss recommendations from the aviation community and the public on FAA's future engineering and development program. At the January 29-30 conference in Arlington, Va., FAA will present its initial response to the recommendations made earlier this year by 60 aviation organizations representing pilots, air traffic controllers, airport operators, aircraft owners and equipment manufacturers. Such topics as further automation of the air traffic control system and the human factors to be considered in designing a future air traffic control system will be discussed. Recommendations in these fields and others were solicited by the FAA as part of its program to get the aviation community involved in planning the airport and air-traffic system of the future.

ENGLISH REVIEWED

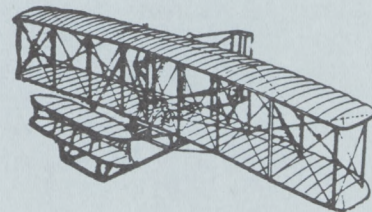
When you have trouble writing a sentence, the reader will probably have trouble reading it, too. Back up and start again. Here's an example: "The numbers of commuter and air taxi operators providing scheduled services in aircraft having less than 20 seats is believed to be close to 1,000." Here the problem is the same one we talked about last week--the passive voice. "Is believed to be" is flabby, vague and needless. Who believes? Either the writer himself, or somebody he trusts. Otherwise, why use the figure at all? And the writer believes it, he doesn't have to bother saying so. He shows his belief by signing his name to the report. The sentence should go: "Nearly 1,000 commuter and air taxi operators schedule service in planes with fewer than 20 seats."

WILDING NAMED AIRPORT CHIEF

James A. Wilding, former Deputy Director of the Metropolitan Washington Airports (MWA), has been appointed MWA Director. He fills the vacancy created by the recent retirement of James T. Murphy. Wilding's first job with the agency in 1959 was with the Bureau of Facilities which through reorganization developed into the Bureau of National Capital Airports. By June 1967, he was Chief of Design Engineering in National Capital Airports and held that post until he was appointed to the Deputy Director's post in July 1975.

MINORITIES AND WOMEN GAIN

Minorities and women continue to make advances in better paying full-time professional, administrative and technical jobs, according to a study released by the U.S. Office of Personnel Management. Minorities gained jobs in most junior and all mid- and senior-level grades between 1977 and 1978, but declined slightly at the GS-16-18 level. Women showed a 10 percent or more net increase in full-time positions at each grade grouping above the GS-8 level from their 1977 employment levels. In the GS-16 through GS-18 grades, for instance, women jumped from 230 in 1977 to 260 in 1978.



CFC NEEDS HELP

The Combined Federal Campaign has been extended to December 28th because FAA has reached only 71% of its dollar goal with 70% of FAA employees participating at the end of last week. For several years, all elements of DOT have done an outstanding job in supporting the CFC. The two week extension will provide an opportunity for those who have not contributed to reconsider, and add their names to those supporting this annual drive. Contributions can be designated for specific organizations, such as the Boy Scouts, Girl Scouts, American Cancer Society, the Epilepsy Foundation, the Prevention of Blindness Society, the YMCA or YWCA of Washington, the March of Dimes, CARE, or any other program of concern. Nearly 97% of this year's CFC contributions will go to the volunteer agencies. The cost of administration and fund raising is very small. To obtain the top CFC award level, the FAA needs to reach 80% participation, up from our current 70% level. During the next two weeks, CFC key workers are being asked to make a last call on all employees and to provide a final opportunity for all to participate. This is an impassioned plea for each of you to help the CFC in "reaching people who need you."

PEOPLE ON THE WAY UP

A total of 12 people from the headquarters Upward Mobility Program Register have now been placed in positions to train for new careers. The 6 most recent placements were: Lois Yetter in the Logistics Service as a Realty Specialist; Rosario Bryant, Quality Assurance Specialist, also in the Logistics Service;

Laurette Fisher will be an Environmental Specialist in the Office of Environment and Energy; Brenda Courtney and Ida Cronauer will be trained as Writer/Editors in the Safety Regulations Staff of AVS; and Sally Ryberg will become an Administrative Officer for the Office of Aviation Safety. The Personnel Management Operations Division, APT-100, will continue to work with headquarters organizations to establish target positions for the 8 candidates remaining on the register. The Upward Mobility coordinator is Cathy Bracy, Training and Development Branch, Ext. 63320.

THE SPIRIT OF GIVING

By saving the money that would otherwise have been spent on exchanging Christmas cards and by setting up a special fund, the employees of Civil Aviation Security, Aviation Safety, Flight Operations and Airworthiness collected over \$1400. This money will be contributed to Children's Hospital, the Salvation Army and the fund set up to help defray the medical expenses of Hangar Six pilot, Frank Buchanan, who was seriously injured in a motorcycle accident.

* * * *

HAPPY NEW YEAR

* * * *

FAA INTERCOM

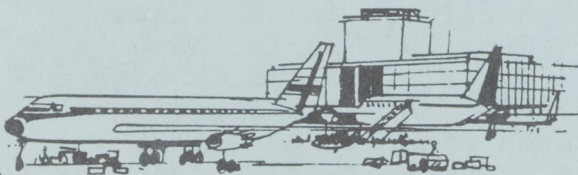
HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

79-53 December 31, 1979

WINTER OLYMPICS TOWER OPENS

A temporary air traffic control tower goes into operation January 3 at Saranac Lake, N.Y., to handle the influx of traffic that is expected to be generated by the 1980 Winter Olympics that will be held at nearby Lake Placid. The tower, which was installed at the normally uncontrolled Adirondack Airport, will be manned through March 1 by a crew of 11 controllers selected from other towers in New York, Pennsylvania, and Vermont. The traffic is expected to be so heavy, particularly during the period from February 12 through February 24 when the Olympics are in progress, that a reservation system has been put into effect. And Glenn Broomell, chief of the Lancaster, Pa., tower who is on special assignment as chief of the temporary tower, expects that there will be times when the airport will be as busy as many major metropolitan airports. Further details will appear in the January issue of FAA WORLD.



NEW LOOK--AND SOUND--PROPOSED FOR WASHINGTON NATIONAL

Secretary of Transportation Neil Goldschmidt has proposed a new policy for Washington National Airport that would reduce the number of passenger jet flights into the airport and reduce noise and congestion there. Goldschmidt, who described the new policy as one that would make the airport "a showplace for visitors and a good neighbor as well," said it would prohibit the airlines from scheduling landings or takeoffs after 9:30 p.m. Landings are now allowed as late as 10:30 p.m. and sometimes later. The new policy also would reduce the number of the louder jets that can use the airport from 40 an hour to 36 an hour, limit the number of passengers that can use the airport to 18 million a year, and allow two and three-engine wide-body aircraft--which are quieter than the older jets--to use the airport when proper ground handling facilities are available. Goldschmidt said that consideration is also being given to extending the distance from which passenger jets can fly non-stop to the airport from 650 to 1,000 miles. The new policy is expected to be published as a Notice of Proposed Rule Making in mid-January, with a comment period of not less than 75 days. A final rule is expected by mid-August.

CONTROLLER AND FAMILY SURVIVE CRASH AND COLD

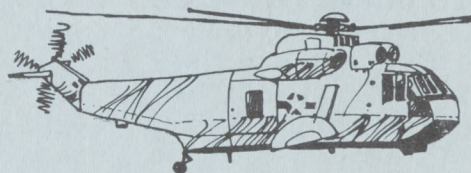
Barry Krieger, controller at the Denver ARTCC, and his three daughters had a Christmas they'll never forget. Two days before Christmas, Krieger, his mother and three daughters took off from Longmont, Colo., in a Piper Apache for a vacation in Oregon. Climbing out to the west over the mountains, Krieger was caught in strong down drafts and had to belly his plane into snow on the side of the mountain at about 12,000 ft. elevation. Krieger's mother died in the crash. But, Krieger and his daughters survived that and two days in temperatures with a wind chill factor estimated at 75 degrees below zero. They did it by huddling together in the aircraft cabin, reading their Bibles, and eating frozen oranges and pecan pie until the Colorado Air Patrol spotted them on Christmas morning. Not so fortunate as the Kriegers were the 46 persons who died in 22 noncommercial fatal accidents reported to FAA over the long Christmas weekend. Another 677 persons lost their lives in highway traffic accidents over that same four-day period.

ENVIRONMENTAL SUPPORT STUDIED

The Office of Personnel and Training and the Airway Facilities Service have initiated a joint FAA-wide study of the Environmental Support Function. This function includes such activities as maintenance of the electrical power distribution systems, engine generator emergency power-generating equipment, and heating and air-conditioning systems located in Air Route Traffic Control Centers and other Airway Facilities sectors. The purpose of the study is to analyze



the present organizational structure and work assignments, recommend to Airway Facilities management any changes considered appropriate in these areas and indicate the proper classification of major Environmental Support Function positions. The study will take approximately six months and will include field visits and discussions with employees.



SECURITY PROCEDURES KEEP GUNS OFF PLANES

Security procedures at U.S. airports have kept would-be hijacker from smuggling guns and bombs aboard airliners but haven't eliminated the hijacking problem, according to FAA's tenth "Semi-Annual Report to Congress on the Effectiveness of the Civil Aviation Security Program." Also according to the report, there were six attempts to hijack U.S. airliners during the first six months of 1979. Five involved unarmed persons who pretended to have a gun or bomb. In the sixth case, the hijacker forced his way through the security checkpoint by holding a knife to the throat of a woman hostage. Police later shot and killed him. The report underlined the fact that none of the 31 hijacking attempts against U.S. airliners in the January 1973-June 1979 period have involved real firearms or high explosives that were smuggled through security checkpoints. Most involved false threats or weapons claims.

ICAO HAS JOBS

The International Civil Aviation Organization (ICAO) has two, two-year assignments open in Montreal. The first is, PC-39/79 Chief, Administrative Services Branch, salary P=5/P=0. P-5 salary is, gross: \$38,190 and net (free of tax): \$24,298 without dependents and \$26,299 with dependents. P-0 salary is, gross: \$43,890 and net (free of tax): \$26,931 without dependents and \$29,245 with dependents. Applications for this assignment are due in API-19 by February 8, 1980. The second opening is for an economist, air carrier tariffs, P-4. Salary is, gross: \$29,940 and net (free of tax): \$20,209 without dependents and \$21,756 with dependents. Applications for this job are due in API-19 by January 17, 1980. Further information about ICAO assignments can be found in Agency Order 3330.6B, Chapter 7, at personnel offices or by contacting Marilyn Fobbs on 202/426-3178.

ATC SUPERVISORS BLAMED

Two air traffic control supervisors were cited by a San Diego TRACON Facility Review Board for causing a near mid-air collision on Nov. 18. According to the investigators, the American Airlines and Pacific Southwest Airlines planes were on a collision course 1 1/8 miles apart, when both planes turned. Although three controllers were also blamed by the facility board, the TRACON chief, Jerry Luce, concurred only in the citing of the team supervisors. He concurred that the direct cause of the near accident was the improper coordination and judgment by one team supervisor and that the second team supervisor's failure to obtain complete traffic information was

a contributing cause. A review board investigation is a routine procedure following a system error.

LIGHT TWIN ACCIDENTS STUDIED

An apparent lack of crew proficiency was the most common factor involved in accidents following engine failure in light twin-engine aircraft, a NTSB study has found. The Board said these accidents often involve "some degree of panic" on the part of pilots, probably because they couldn't immediately recall the correct emergency procedures or lacked confidence in their ability to execute them. These and other findings are contained in a "Special Study--Light Twin-Engine Aircraft Accidents Following Engine Failures, 1972-1976." During that time frame, there were 477 accidents following engine failures or malfunctions in light twin-engine aircraft. Of these, 123 were fatal, claiming 289 lives. The Board study found that the most prevalent accident following light twin-engine failure was a landing-type accident, but these were almost never fatal. Accidents involving stalls or collisions with the ground water or other obstacles, on the other hand, accounted for 92 percent of the fatal accidents following engine failures. As a result of the study, the Board made several recommendations to the FAA, including one to disseminate more information to pilots and others on how to handle aircraft following engine failures and to amend the regulations as they relate to this proficiency.

NEW PAY SYSTEM STARTS

Beginning with the December 16-29, 1979, pay period, the FAA headquarters payroll office will join all other FAA regions and centers on the Uniform Payroll System. Some of the more significant changes you may encounter are:

- Payday - Under the Uniform Payroll System, salary checks will normally be dated the second Monday following the close of the pay period. All salary checks will be mailed normally on the Friday following the close of the pay period from the Treasury Disbursing Office in Kansas City. The timing of their arrival should not change and the official "Wednesday" payday does not change.

- Pay Differences - The laws and regulations concerning pay entitlements are the same for the Uniform Payroll System as the previous system. However, the sophisticated programs used by the computers now calculate the entitlement in hours and minutes rather than in tenths of hours as in the past.

- Tax Differences - A standard tax computation package known as ALL-TAX is being used in the Uniform Payroll System. This package has been approved by Federal, state, and local taxing authorities and contains the latest changes from all taxing jurisdictions. ALL-TAX is widely used throughout the Federal Government and in private industry payroll systems. Because of the use of these standard formulas, there may be some small differences (a few dollars) in the taxes withheld from employees.

- Leave Differences = Leave usage may not be accounted for on your Earnings and Leave Statement as it was recorded on your Time and Attendance Report. The Uniform Payroll System automatically adjusts leave usage in accordance with laws and regulations depending upon the availability of the various types of leave. For example, compensatory leave is charged where available even though annual leave may have been indicated on the Time and Attendance Report. (The exception to this is: Annual leave is charged if there is a "use or lose" annual leave balance at yearend.) Excess annual leave is charged to leave without pay (LWOP). Excess sick leave is charged to annual leave, if available, or to LWOP unless advanced sick leave is approved.

- Employee Identification - The 5-digit employee payroll number is discontinued and all employees now will be identified by their social security number. Any questions concerning your pay should be directed to the Personnel Accounting Branch, AAA-240.

CONSTRUCTION BEGINS

Construction of a private office building, to be named Capital Gallery, began last week in the one-time parking lot adjacent to the METRO station at Maryland and Seventh Avenues. The building, which is to be built in the shape of a "T", is scheduled to be finished by the summer of 1981. The cap of this "T", on Sixth Street, will be eight stories high while the spine, between Maryland Avenue and the railroad, will be only three stories. Plazas and landscaping will face Maryland Avenue.