

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-1 January 7, 1980

NEWS IN BRIEF

In another personnel action, Thomas J. O'Brien has been named Deputy Director of NAFEC. An aerospace engineer, O'Brien has been with FAA since 1965 and for the past three years has been Chief of NAFEC's Engineering Management Staff... NTSB has blamed "strong gusting crosswinds" for the Learjet crash that took the life of Senator Ted Stevens' wife and four others at the Anchorage Airport in December 1978. The Board said "inappropriate pilot techniques" resulted in loss of control and suspected "light ice accumulations" on the aircraft may have contributed to a stall and loss of control... The agency has proposed a Group II Terminal Control Area (TCA) for Honolulu International Airport. This is the second of approximately 37 terminal locations to be considered for new TCAs. San Diego was the first... FAA's Distinguished Service Medal has been awarded to a Flying Tiger Line captain for his "skill, courage and alertness" in averting a runway collision at Chicago O'Hare. After landing at O'Hare last February, Captain Richard Petrick took his Boeing 747 off the runway to avoid a Boeing 727 that had taxied onto the same runway. His cool action is credited with (Continued on page 2)

CENTER METEOROLOGIST PROGRAM NEARS COMPLETION

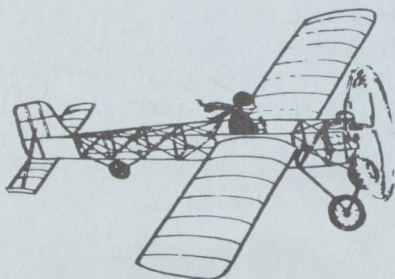
All 20 enroute centers in the conterminous U.S. will have National Weather Service meteorologists in residence by the end of 1980 to improve the flow of weather information to pilots. The Anchorage Center also will be added to the program by year's end. The agency already has NWS meteorologists working in 13 centers under the program initiated in 1978. Beginning in April, these will be joined by the centers in Minneapolis, Denver, Albuquerque, Los Angeles, Oakland, Salt Lake City, Seattle and Anchorage. Under the FAA/NWS agreement, three meteorologists are assigned to each center as part of the center weather service unit. They monitor weather within each center's control area and advise controllers of weather changes, particularly those that may pose a hazard to aircraft or impede traffic flow. This same weather information also is transmitted to FAA towers and to Flight Service Stations. The meteorologists also are responsible for disseminating weather reports received from pilots, providing detailed weather briefings and forecasts for center personnel, and conducting weather training for air traffic specialists.

BRIEF (From page 1)

saving the lives of the more than 120 people on board the two aircraft... Anyone who thinks the DC-10 accident in Antarctica put an end to tourist flights over that frozen wasteland couldn't be more mistaken. Within five days of the accident, another plane-load of tourists took off for Antarctica aboard an Australian airline jumbo jet and another two flights are planned by the same operator before the end of the summer season. However, Air New Zealand, which was involved in the Antarctica accident, says it is undecided about resuming flights next season... The Air Transport Association has some bad news for those looking for bargain air fares in 1980. ATA notes that soaring jet fuel costs pushed up fares 25 to 30 percent in 1979--the sharpest increase in 20 years--and says more of the same can be expected in the new year. But Happy New Year anyway!

DOT OFFICIALS CONFIRMED

Susan J. Williams and William B. Johnston, both of Virginia, have been confirmed for Assistant Secretary of Transportation positions by the Senate. Johnston, who is the former associate director of the White House domestic policy staff, is Assistant Secretary of Transportation for Policy and International Affairs. Williams is Assistant Secretary of Transportation for Governmental Affairs. Previously she was Deputy Assistant Secretary in that office.

**BOEING 747s PASS MANDATORY INSPECTIONS**

U.S. airlines have completed FAA-ordered inspections of Boeing 747 engine mounts and found no serious problems. The agency ordered the inspections after the forward engine mount bulkhead of a Pan American Airways 747 landing at London's Heathrow Airport failed during thrust reversing. The bulkhead failure caused an engine fire which was quickly extinguished, but the number four engine was left dangling from the rear engine mount only six inches above the taxiway. When the situation was assessed, FAA telegraphed an emergency Airworthiness Directive to all operators of the four-engine, wide-body jet. The directive called for the visual inspection of the suspect engine mount bulkhead within 25 hours service time. It applied to a 747s powered by JT9D engines, except dash 70s. This covers 340 of the 410 747s operating world-wide. Of the total, 140 are U.S. registered planes.

ATCA REQUESTING PAPERS

The Air Traffic Control Association has put out a call for papers for its fall conference to be held October 20-24, 1980 at the Sheraton National Hotel, Arlington, Va., The theme of the conference will be "The Foundations and the Future." The association is asking for a 100 to 500 word abstract to be submitted by February 1. Notification of acceptance will be sent to authors by April 1. Abstracts should be sent to Lawrence G. Culhane or J. Paul Locher, III, the MITRE Corp., 1820 Dolly Madison Blvd., McLean, Va. 22102.

BLUE RIBBON PANEL TO MEET

The special "Blue Ribbon" panel that is studying FAA certification procedures for commercial transports will hold a three-day public meeting in Washington January 21-23. This is the first meeting of the panel organized last month by the National Research Council of the National Academy of Sciences at the request of Transportation Secretary Goldschmidt. The first two days of the meeting will be devoted to briefings on certification procedures and policies. The 14-member panel has been charged with examining the way in which FAA approves aircraft design, fabrication, production and maintenance and assures continuing airworthiness. The Delegated Option Authority concept also will be examined. The panel, which is headed by former director of the Apollo space program George Low, will submit its report to the Secretary by June 30.

NEW RADAR STUDIED

FAA, the National Oceanic and Atmospheric Administration (NOAA) and the Department of Defense have set up a special joint office to expedite the development and acquisition of the next generation weather radar (NEXRAD). Two FAA specialists will be assigned to the office to assist with the planning and development of a network of pulse-Doppler radars that will provide improved severe weather detection capabilities for civil and military aviation. In an experiment conducted over a three-year period, the three agencies found a significant improvement in both lead time and accuracy of short-term severe storm prediction using pulse-Doppler radar as opposed to conventional meteorological radar.

GA PILOTS USE FAA SERVICES

More people ride in airliners than in general aviation planes, but the difference is not as great as most people think. According to the new General Aviation Pilot and Aircraft Activity Survey conducted by FAA and the Civil Air Patrol, 115 million itinerant passengers flew in GA planes in 1978. That's almost half the approximately 250 million U.S. air carrier enplaned passengers during the same period. The survey, which will be distributed this month, also notes that almost 87 percent of the GA pilots used FAA preflight and inflight weather information services in itinerant operations. In addition, the survey disclosed that over 47 percent of all general aviation flights originated at FAA-towered airports. The survey was the third in a series of GA surveys conducted at three-year intervals by FAA and CAP.

AIRLINE FINE PROPOSED

As part of its continuing campaign to crack down on airline and commuter airline maintenance practices, the agency has proposed civil penalties of \$200,000 against Catalina Airlines. FAA charges that the airline failed to inspect two of its aircraft in accordance with its maintenance program and, as a result, operated the aircraft on numerous occasions in an unairworthy condition. Catalina Airlines operated seaplanes between San Pedro, Calif., and Catalina Island, but let its operating certificate expire on December 1, 1979.

SAFETY COURSES OFFERED

For employees seeking professional competence and advancement in the safety profession, the University of Southern California is offering three courses: (1) Technical Aspects of Flight Vehicle Safety; (2) Philosophical Basis for Accident Prevention; and (3) Experimental Design and Safety Research. Of particular interest to FAA personnel is the course on flight safety which covers not only basic aerodynamics, aircraft performance, stability and control, but also their relationship to operator technique, vehicle configuration and the operational environment. Classes are held in the Forrestal Building, 1000 Independence Ave., each Tuesday and Thursday, 5:30 to 8:30 p.m. starting Feb. 5, 1980 thru March 28th. These courses are part of the USC Master of Science in Safety degree program, but non-degree students are welcome. Federal agencies are authorized to pay all tuition costs and other fees for courses related to job requirements. For further information, call 521-5025, or 321-7057.

RESEARCH CENTER IN LOBBY

The exhibit in the lobby of FOB-10A describing the building program at NAFEC was ordered by Administrator Bond to give headquarters employees and visitors to FAA headquarters a better view of the yet-to-be-completed FAA Research Center. The exhibit, which is built around a model of the building, tells the story of the new complex in considerable detail. Among other things, the recorded voice points out that the building will be heated in a somewhat unique manner. The heat generated by the huge computer complex--the largest in the civilian world--will be used for heating purposes. The multi-

paneled exhibit was produced by NAFEC's Graphic Arts and Plant Services branches. It will be on display until January 17.

COMING UP AT NASM

The following free events will be held in the National Air and Space Museum theater. The Black Military Pilots seminar is scheduled for 7:30 p.m., Jan. 10, 1980. Featured at the seminar will be famous World War II black pilots such as Lt. Gen. Benjamin O. Davis, Jr., USAF, Ret., C. Alfred "Chief" Anderson, chief civilian flying instructor at Moton Field in Tuskegee from 1941 to 45, and Lee Archer, a fighter pilot with the 332nd Fighter Group. The all black 332nd was awarded the Distinguished Unit Citation after the war.... Jupiter and Saturn: New Views and Discoveries lecture by Edward C. Stone, professor of physics at the California Institute of Technology, 8 p.m., Jan. 23, 1980. In March and July 1979, two Voyager spacecraft flew close to the planet Jupiter. In September Pioneer II flew by Saturn, observing its rings and its giant satellite Titan and paving the way for the future Voyager missions. Prof. Stone will summarize these exciting new findings and discuss plans for the Voyager 1 and 2 spacecraft now speeding towards Saturn. His lecture will be illustrated by still and motion picture close-up views of these giant planets and their moons.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-2 January 14, 1980

THE NEWS IN BRIEF

FAA has been informed that John Leyden, president of the Professional Air Traffic Controllers Organization for the past ten years, has resigned. The agency received a letter dated January 9 from the PATCO National Office which stated, "Mr. Leyden's resignation, which will become effective February 1, 1980, has been accepted by the organization's Executive Board. Upon Mr. Leyden's resignation, Robert E. Poli, Executive Vice President, will assume the presidency.".... The agency has booked (Continued on page 2)

FOSTER EARNS KUDOS

What do FAA's Associate Administrator for Aviation Standards, Charles "Chuck" Foster, and Russian Cosmonauts Valeriy Ryuman and Vladimir Lyakhov have in common? The answer is that all three are included in a list of 25 people selected by the editors of Aviation Week and Space Technology as deserving "special recognition" for their achievements in the aerospace field in 1979. Specifically, Foster was cited for "reorganizing the Flight Standards Service and for formulating and pushing the lead region concept to simplify the certification process..."
cosmonauts, (Continued on page 2)

BOND ANSWERS SAFETY BOARD

Administrator Bond has told the National Transportation Safety Board that requiring pilots to participate in the San Diego Terminal Radar Service Area, as recommended by the Board, "risks creating confusion that would detract from safety, not add to it." In a letter to NTSB Chairman James King, Bond explained that the NTSB recommendation "would create what amounts to a new form of controlled airspace, with unfamiliar requirements suddenly laid on both pilots and controllers." He said that the agency already has proposed establishment of a Terminal Control Area at San Diego but noted that the transition to this mandatory control system must be accomplished in a manner that allows time to educate pilots and controllers to their new responsibilities. Bond also disagreed with the NTSB recommendation that altitude-encoding transponders be required for operations in the San Diego TCA. He said including this additional requirement now would slow the regulatory process already underway. He also pointed out that if this was a good idea for San Diego, "it should apply to other Group II TCAs as well, and should be considered in a broader context." He added, "This issue is a part of our overall airspace review now underway."

FOSTER (From page 1)

on the other hand, pulled off the longest manned space flight to date--175 days. Also on the list was George C. Prill, who served as Director of Flight Standards in the early 1960s under Najeeb Halaby. Now an aviation consultant, Prill was credited with playing an instrumental role in the overseas negotiations that resulted in the Trade Agreements Act of 1979. Foster is a retired Air Force Colonel who joined DOT in 1967 and moved to FAA as Director of the Office of Environmental Quality in 1974. He was appointed to his present job in February 1979.

BRIEF (From page 1)

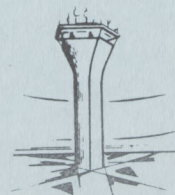
NTSB Chairman James King and Congressman Elliott Levitas of Georgia (a member of the House Aviation Subcommittee) as the luncheon speakers for the First Commuter Air Carrier Safety Symposium, January 16-17, in Reston, Va. The meeting will serve as a forum for discussion of a wide variety of commuter airline safety issues.... Construction began this month on a new TRACON at the Austin, Tex., Municipal Airport. The new facility will replace the existing TRACON at near-by Bergstrom Air Force Base. The move will get under way early in 1981....

Continuing its surveillance of commuter air taxi operations, FAA has issued an emergency order suspending the commercial operator's certificate of Vale International Airways of Nashville, Tenn. The carrier was cited for not having the required personnel, such as a director of operations and a director of maintenance.... The NTSB has ruled that the physical condition of a pilot killed in the crash of an Air New England DHC-6 last June at Hyannis, Mass., may have played a role in the accident. The Board noted that the pilot had approached

the runway at too steep an angle and descended well below the "Decision Height" point although he did not have the ground in sight. It said the pilot, who was the only fatality, was taking drugs at the time of the accident to control hypertension and gout and also had a predisposition toward hypoglycemia (low blood sugar) which can produce subtle mental confusion.

ATLANTA TOWER IN "NEAR-MISS"

Three air traffic controllers at the Atlanta-Hartsfield Airport tower were shocked to see a four-engine DC-6 aircraft pass below the tower cab only 100 feet away early on the morning of January 8. Although this happened at four a.m., there was enough light for the controllers to clearly see the big plane bearing down on them. As it approached the tower one controller, broadcasting blind, shouted, "Pull up, pull up," but the prop-driven plane did not have the power to climb. Instead it turned to pass south of the tower. The near-collision occurred after the plane missed an instrument landing system (ILS) approach for runway eight and made a low altitude right turn instead of climbing to 1,500 feet and turning left. The climb and left turn would have been the correct "go-around" procedure for the runway that was being used. According to the tower operations officer, John Posey, when controllers first saw the plane, it had turned south and was headed directly for the tower. They estimated it was only 160 feet above the ground when it skimmed by the 225 foot tower.



MLS READY FOR TESTS

The prototype of the "Basic Wide" microwave landing system (MLS) is currently being installed at NASA's flight test center at Wallops Island, Va. When installation is completed, sometime before the end of the month, the system will be tested by NASA and FAA flight crews and planes for at least six months. The "Basic Wide" is an advanced system designed for precision all-weather approach and landing guidance at large airports. The prototype is the first MLS to be built in almost three years. Key components of the Basic Wide system are an azimuth antenna that provides approaching aircraft with horizontal guidance to the runway, and an elevation antenna that guides the aircraft down to the runway at the proper descent angle. In addition, a Distance Measuring Equipment (DME) unit provides continual information on the horizontal distance to the runway with 100-foot accuracy.

ENERGY BONDS FOR SALE

The Treasury Department has announced that the new Series EE savings bonds which went on sale January 1, are to be called United States Energy Savings Bonds and will pay a 1/2 percent bonus if held to maturity. This bonus will boost the interest rate from 6.5 to 7 percent for bonds held for the full 11-year term. Series E bonds that have not finally matured and U.S. Savings Notes (Freedom Shares) also will pay a similar bonus if held for 11 years. After June 30, all U.S. Savings Bonds bought through payroll savings plans will be Energy Savings Bonds, Series EE. Series H and HH Savings Bonds will not be affected by these changes.

NEW COMPLEX SET AT NAFEC

Although stories of over-runs and behind schedule construction are legion in the Government--and in industry, too--personnel at NAFEC will begin moving into their new \$50 million headquarters building on February 21, two months ahead of schedule and at a savings of \$1.2 million to U.S. taxpayers. The move, which is expected to take more than four months, will entail transferring more than 1,300 employees and over \$100 million worth of computers and other highly specialized electronic equipment from 30 of more than 185 World War II buildings into the modern concrete and tile headquarters complex. Ground was broken for the new one-building complex on Sept. 20, 1978, by President Carter. Dedication ceremonies for the completely finished new building are expected to take place in the spring or early summer of this year.

HELP IS SPELLED H-E-L-P

Which among us, about to go under the waves for the third time, would holler, "Help, I'm in a dangerous operational environment"? Someone, apparently, out in the Western Region, from which this specimen comes: "Continued aircraft operation with a fractured main landing gear forward trunnion pin could result in a collapse of a main landing gear assembly during takeoff, landing, or taxiing which could result in a hazardous operational environment to the airplane." Here's how the same sentence goes in English: "Taking off, landing or taxiing with a fractured main landing gear forward trunnion pin could cause a dangerous collapse of the main landing gear."

PUB GUIDE AVAILABLE

The Office of Public Affairs reports that copies of "Guide to Federal Aviation Administration Publications," FAA-APA-PG-2, are available to agency offices and services at headquarters and in the field for distribution to the aviation community and the general public. This handy publication, issued in June, summarizes where and how to obtain many of the printed materials published and distributed by FAA and other Federal agencies. It contains various order forms, and is franked for easy mailing. It can be ordered direct from DOT, Publications Section, M-443.1, Washington, D.C. 20590. NOTE: Guides are packed 170 copies per carton.

LAST OF '79 RETIREES

During November and December 1979, the following Washington Headquarters employees retired: AAF--Charles A. Wolter, George Pickard; ABU--J. Wallace Kelly; ALG--Lloyd F. Cook, Richard Domm; AAT--Joseph Regan; APT--Houston Seymour; AMA--George R. Plater, Herbert A. Sweeney, Marie F. Wallace, Samuel Trujillo, Johnnie Fogg, George Thomas, Warren Taylor; AWS--Gayle Garnier.

PLANNING DEGREE OFFERED

The University of Virginia's School of Architecture in the Northern Virginia area will offer a Masters Degree in Planning starting in the spring 1980 semester. The degree program is designed to develop the understanding, sensitivity and capabilities necessary for a professional planner. The spring schedule of classes meeting from 7:00 to 9:50 p.m. is: Falls Church High School--PLAN 802: Planning Problems (Physical Design) (core course) (4 hrs) Thursdays; PLAN 803: Planning Process (core course) (3 hrs) Tuesdays; PLAN 804: Legal Aspects

of Planning (core course) (3 sh) Mondays; PLAN 847: Urban Service Delivery (advanced) (3 sh) Wednesdays; PLAN 848: Impacts of Land Development (advanced) (3 sh) Tuesdays; PLAC 877: Community Energy Planning (an applied Planning course) (4 sh) Mondays. Ft. Belvoir: PLAN 855: The Environmental Assessment Process (advanced) (3 sh) Thursdays. Registration will continue from January 14 thru January 23 with classes beginning the week of January 28. The cost is \$50 per semester hour plus a registration fee of \$10. For additional information call the University of Virginia Office at Ft. Belvoir, (703) 781-7019 or Falls Church at (703) 532-5800.

GUEST SPEAKER TO DISCUSS RAPE VICTIM PROGRAM

Mr. Adam Falato, Virginia Commission on the Status of Women Rape Victim Companion Program, will be guest speaker at the Federal Aviation Toastmistress Club regular Jan 23, '80 meeting, 12 noon, Room 5A/B, FOB-10A. Mr. Falato will speak on what can be done to prevent rape, and/or where to get help, assistance and support. Visitors are welcome.

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FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-3 January 21, 1980

THE NEWS IN BRIEF

President Carter has signed the Experienced Pilot Act of 1979 directing the National Institutes of Health (NIH) to study the medical justification for the age-60 retirement rule for airline pilots. Among other things, the study will determine the latest medical evidence concerning the effect of aging on the ability of persons to perform as pilots with the highest degree of safety. Originally, this bill would have extended the retirement age to 61½ pending the outcome of the study but this provision was dropped before passage Flexitime or flexible work schedules went into effect (Continued on p. 2)

BOND URGES COMMUTERS TO IMPROVE SAFETY RECORD

"No matter how you cook or juggle the statistics on commuter accidents, they add up to a safety record that is unacceptable," Administrator Bond told participants at the Commuter Air Carrier Safety Symposium on January 16 in Reston, Va. He noted "In 1978, commuters had 3.93 accidents per 100,000 hours of flight, whereas the locals (local service airlines) had only .55. This is nearly eight times as many accidents per hours flown. And we're not comparing apples and oranges here, (Continued on p. 2)

FSS AUTOMATION PROGRAM MOVING INTO HIGH GEAR

The agency has awarded competitive contracts totalling \$12.8 million to three companies to design computer systems for automating FAA's flight service station network. E-Systems of Garland, Tex., received an award of \$3.7 million, LOGICON of San Diego, Calif., \$3.5 million and Ford/Aerospace of Palo Alto, Calif., \$5.5 million. The contracts call for a one-year design verification effort in which the three companies will demonstrate the basic capability to produce a system that can provide flight service specialists automatically with the information they need to brief pilots on weather and other critical aeronautical information. This would be a system of mini-computers that would automatically process and store this data for immediate call-up on TV-like displays at the specialists' positions. The system will also offer the pilot direct access to the same data using communications terminals, push button and dial-type telephones. Currently, specialists get this info from teletype, charts and other reports, which involves a great deal of clerical work. The agency estimates that the present system would require 11,500 flight service specialists (Continued on page 2)

BRIEF (From page 1)

at the Southwest Regional Office in Fort Worth on January 13. An employee's eight-hour day, plus 30 minutes for noon break, may start at 7:30, 8:00, 8:30 or 9:00 a.m. The switchboard will be open between 8 a.m. and 5:15 p.m. Calls will be handled by the communications center at all other times The Civil Aeronautics Board reports that 10.5 million passengers rode Commuter airlines during the 12 months ended June 30, 1979. This is a gain of 13.9 percent over the same period for the previous year. A total of 267 carriers were active during the period, serving 819 airports and over 2,600 city-pair markets FAA has extended the comment period for its controversial notice of proposed rulemaking that would require commuter air lines and air taxi operators to establish anti hijacking programs. The two-week extension will allow interested parties to comment on proposals discussed at the January 10 consultative meeting on this subject. The new deadline is February 11 Administrator Bond and Deputy Administrator Taylor will head a list of distinguished speakers at the two-day conference on "New Engineering and Development Initiatives--Policy and Technology Choices." Scheduled for January 29-30 in Arlington, Va., the FAA-sponsored meeting will give the people who make and use airplanes a chance to get together with the people who regulate aviation to discuss future development of the National Airspace System.... The agency has issued a third edition of a guidebook aimed at making air travel easier and more convenient for handicapped and elderly persons. Free copies of "Access Travel: Airports" are available from APA-400, Washington, D.C. 20591.

SAFETY (From page 1)

because the average flight stage is 48 minutes for locals and 41 minutes for the commuters. We're comparing one apple with another, and yours doesn't look so good." After outlining steps that the agency has already taken to maintain a stiffer enforcement policy, Bond warned that "such measures will not only continue, but will intensify. I have directed our field division chiefs and safety office managers to use all available resources to insure compliance with Part 135." A principle reason for the two-day safety conference was to examine problems commuter airlines have had in adjusting to the stiffer safety regulations incorporated in the new Part 135, which went into effect last year.

FSS AUTOMATION(From page 1)

by 1995 to keep pace with projected traffic growths. By using the automated system, the agency can meet this growth with no more than the current staff of 5,000 specialists. Following evaluation of the competing designs, the agency will select a contractor to proceed with the initial production phase. FAA has targeted 43 sites for automation, with the possibility that another 18 locations will be added later.

PARIS CALLING

The people who run Orly Airport in Paris want to hire a retired FAA controller for a few months to teach the Orly tower crew how to issue ATC instructions in English. They're even willing to pay someone to do this, but the terms are negotiable. Applicants don't have to know French. This might be helpful, but for the job itself, controller English only is required. For further information, contact Mr. Heurteux, Control Tower, Orly Airport, Division Instruction, Orly Sad 101, 94306, Orly, France.

BAFFLESPEAK AWARD

This week's winner of the Baffle-speak Award, given by INTERCOM to that member of the Federal establishment who has wasted the most ink saying the least, is the National Transportation Safety Board. The Board won in a walk by finding that the cause of an accident was "the failure of the flightcrew to recognize and react in a timely manner to the gross deviation from acceptable approach parameters resulting in a continuation of the descent well below decision height during a precision approach without visual contact with the runway environment." Which is to say that the flight-crew made a bad instrument approach and continued past the decision point even though the runway wasn't in sight.

MONTREAL JOB OPEN

A two-year assignment as an ICAO Language Officer (Translator) is now open in Montreal. A complete command of Russian as the native tongue or the language used for the purpose of education is essential. A working knowledge of French and Spanish would be a valuable additional qualification. The job pays \$23,910, with a tax-free net of \$18,193 for those with dependents and \$16,978 for those without. Applications are due in API-19 by February 18. The API contact is Marilyn R. Fobbs on 202-426-3178.

DC-10 MADE SAFER

The agency has issued an Airworthiness Directive for the McDonnell Douglas DC-10, requiring increased redundancy in the stall-warning system. It also requires installation of a stall-warning "stick shaker" at the co-pilot's position to back-up the one already required at the pilot's position. The AD

is based on a notice of proposed rule-making issued last July and is the latest in a series of actions taken by FAA as a result of the May 1979 DC-10 accident at Chicago O'Hare. The National Transportation Safety Board also recommended such action last month in its final report on the Chicago accident. In that accident, the left engine tore away from the aircraft when the pylon failed. This ruptured hydraulic lines that controlled the leading edge slats on the left wing and cut off both power and sensing information to the single computer that was monitoring the status of the slats. As a result, the pilot did not know that the slats on the left wing had retracted, causing the wing to stall and sending the aircraft into an uncontrollable roll and then into steep dive into the ground. The AD's requirements for a second computer and "stick shaker" are intended to prevent any repetition of this kind of incident.

TOP EXECS MOVE UP

Four more appointments to top FAA management positions have won DOT approval. Warren C. Sharp is the new Associate Administrator for Air Traffic and Airway Facilities, having ended a brief retirement to take the post. Francis E. Whitfield moves from the director's job in the Office of Personnel and Training, to the post of Deputy Director of the Southwest Region. Donald B. Rock steps up a notch to fill the position vacated by Whitfield after serving as the deputy for five years. Gerald L. Thompson has been promoted from chief of the Airway Systems Division in the Airway Facilities Service to deputy director of that service.

CARPOOLS O.K. ON DULLES ROAD

The agency has proposed to amend the regulation which controls the use of the Dulles International Airport Access Highway. The amendment would allow carpools to use the highway thereby reducing energy consumption. Use of the highway is currently restricted to airport users, patrons at Wolf Trap Farm Park and commuter busses. The proposed amendment would also permit carpools of four or more persons access to the highway in both directions during the peak commuter periods as long as this did not cause congestion on the highway. Comments on the proposal are invited. They should be marked, Docket No. 19939, Notice no. 80-1, Dulles Airport Access Highway and sent to FAA, AGC-24, 800 Independence Ave., SW, Washington, D.C. 20591 or delivered to room 916, FAA Headquarters.

THOMAS E. TAGER

Thomas E. Tager, Chief, Accident Counsel Branch, Litigation Division, Office of the Chief Counsel, died January 11 in the Bethesda Naval Hospital. A retired Air Force Lieutenant Colonel, he served in World War II and Korea. Interment was in Arlington National Cemetery with full military honors on January 16. The family suggests contributions be made to the American Cancer Society.

AWARDS AND REWARDS

The Office of Accounting presented Quality Increase Awards to Linda S. Cahow (based on Outstanding Performance Rating) and to Emily A. Jones, and Special Achievement Honorary Awards to Morgan Baker and to Frank J. Pietrykowski (prior to his retirement).

COMING UP AT NASM

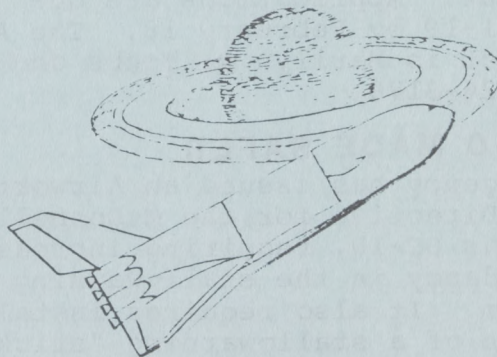
The next monthly Sky Lecture scheduled at the National Air and Space Museum is Our Next-Star Neighbors, 9 a.m., February 2, in the Museum theater. This will be an indepth look at the nearest stars to the sun--how close are they? how are they alike and how are they different? Essentially the lecture will summarize what we know about the stars in our solar neighborhood, as far away as 17 light years Free space fiction films to be shown in February are:

THE DAY THE EARTH STOOD STILL

February 1, 7:30 p.m. 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)

February 29, 7:30 p.m. A group of Army volunteers lead a fantastic existence in The Wheel, a man-made satellite that hangs in space and rotates around the Earth every two hours. Based upon Wernher von Braun's book The Mars Project.



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80-4 January 28, 1980

BOND TALKS ON CERTIFICATION

FAA Administrator Bond thinks it's possible to improve upon a good thing. In this case, the "good thing" is the FAA certification process for transport aircraft. Bond said the agency's safety standards have helped the United States "become one of the world leaders in producing high quality aircraft." But, he says, those standards "can be improved" and the application of those standards should be subjected to additional "question and scrutiny." The Administrator's comments were directed at the special "Blue Ribbon Panel" appointed last month by Transportation Secretary Goldschmidt to study and evaluate the certification process. Bond addressed the panel at its first public meeting in Washington. Some excerpts follow:

- "I would like to receive your guidance on how we can stay current in state-of-the-art knowledge and techniques in our certification process."
- "In the same vein, I am concerned that our technical workforce be comprised of people possessing the needed mix of skills and that we take all reasonable measures to assure that they remain up to date with scientific and technical advancements." (See page 2)

FY'81 BUDGET GOES TO HILL

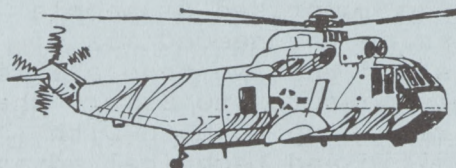
It's Federal budget time again in Washington and FAA is asking for \$3.5 billion to see it through the 1981 fiscal year. This is \$229 million more than the FY 1980 level. As usual, operations accounts for the lion's share of the request--\$2.3 billion. Included are funds for establishing 121 new air traffic positions and 127 additional flight standards positions with most of these people used to increase surveillance of commuter airlines. The facilities and equipment request is \$350 million for such items as procurement of additional solid-state VOR/VORTAC equipment, initial funding of the Discrete Address Beacon System, initial purchase of automated flight service station equipment and the establishment of navigational aids at satellite airports. Research, engineering and development activities are estimated at \$85 million with approximately half this money devoted to continued evolution of major air traffic control systems. Funds also are included for Microwave Landing System operational demonstrations, modernization of communications systems and development of improved systems for processing and distributing weather data. The agency also is asking for \$700 million for new airport development and planning grants.

BOND (From page 1)

- "Another area of concern is whether the FAA has inserted itself far enough into the certification process and at the right times... I believe our reliance on DERs (Designated Engineering Representatives) bears close scrutiny..."
- "It seems to me that it may be desirable to establish a fixed period of time, perhaps 10 years, in which the certification basis for an aircraft would remain virtually untouched, after which newer certification requirements would govern the production of additional aircraft."
- "It also would be helpful if the panel would look at how well our certification rules take into account the relationship between design and maintenance... It is clear that the certification process should consider carefully the future maintenance of an aircraft which would be required as a result of its proposed design." In addition, Bond asked the panel to focus on human factors in aircraft certification, specifically the issue of crew complement; whether the lead region concept should be further developed and how public participation might be increased without jeopardizing manufacturers' propriety data or delaying the certification process. Bond concluded by stating that any changes in the certification process should not stifle the American aviation industry. "I continue to believe," he said, "that the Federal Government should not dictate design or unduly constrain the imagination of the aviation industry since in doing so we would be inhibiting the creativity and innovativeness which, in the past, have brought about further advances in efficiency and safety."

DC-10 PYLON CLEARED

FAA has released a comprehensive technical report that should answer any remaining questions air travelers might have about the safety of the DC-10. The report, which represents a six-month government/industry effort, concludes that the DC-10 pylon is fundamentally sound and can serve 25 years without failure unless damaged during maintenance. In releasing the report, FAA noted that the DC-10 that crashed at Chicago last May 25 had suffered pylon damage during maintenance and this subsequently led to the separation of the left engine on takeoff. The agency pointed out that it already had banned the unauthorized maintenance procedure that induced the damage (removing the engine and pylon as a single unit with a forklift device) and was issuing a notice of proposed rule making that would require certain pylon modifications to provide an additional margin of protection against faulty maintenance practices. Concurrent with this action, FAA would relax the stringent inspection requirements for the DC-10 pylon and allow the airlines to return to more normal schedules. The study was done by McDonnell Douglas Corp. in accordance with strict FAA criteria and under close FAA supervision. The results subsequently were reviewed by FAA, the Air Force and an independent group of aeronautical engineers.



THE NEWS IN BRIEF

FAA has set a limit on the amount of ozone gas that can be present in airliners during high-altitude flight to protect passengers and crewmembers from its ill effects. Use of the new standard, which is based on that of the Occupational Safety and Health Administration, is expected to greatly reduce instances of ozone irritation which can cause shortness of breath, eye, ear and nose discomfort and similar symptoms..... The agency has told the National Federation of the Blind that it will initiate rule making to permit blind airline passengers to stow their flexible travel canes in a readily accessible location near their seats. The Federation previously had petitioned the agency for relief from the present rule that requires such canes be turned over to the flight attendants for safe stowage during takeoffs and landings..... The DaVinci TransAmerica Balloon ended up in an Ohio soybean field in its effort to be first across the North American continent last September and now FAA is proposing to ground the pilot as well. The agency notes that the pilot violated numerous air traffic control rules during the flight and the balloon itself did not have an airworthiness certificate. The pilot was given 15 days to respond to the charges and state why FAA should not suspend her license..... FAA has told the National Transportation Safety Board that it will issue a supplemental notice of proposed rule making on flight and duty time requirements for trunk and commuter airline flight crews by the end of March..... In another regulatory action, the agency has extended the comment period on the NPRM on the use of advanced flight training simulators to February 15.

DC-10 MAKER PAYS \$300 000 PENALTY

McDonnell Douglas has paid the agency \$300,000 in civil penalties to settle charges that the company had deficient quality assurance procedures for the DC-10 pylon. The FAA investigation showed that certain pylons were manufactured by McDonnell Douglas over a period of several years that did not conform to the aircraft's approved type design. Most defects involved improper installation of fasteners or installation of wrong fasteners in the upper spar web of the pylon assembly. These defects were not related in any way to the DC-10 accident at Chicago's O'Hare International Airport last May 25. However, they were uncovered as a result of the fleet-wide inspection of DC-10 pylons ordered by FAA after the Chicago crash. All were corrected at the time, some before the pylons left the plant.

CHECKING PERSONNEL DATA

Once a year, FAA is required by law to inform employees that it maintains records containing each person's racial designation. Access to these records, which permit the agency to track the progress of its EEO programs, is strictly controlled but individuals can learn how he or she is designated by dropping a line to FAA's Office of Civil Rights, ACR-3, 800 Independence Avenue, S.W., Washington, D.C. 20591. Be sure to include name and social security number



WOMEN WANTED

Remember those World War II recruitment posters that had Uncle Sam sticking his finger in everyone's eye and saying, "I Want You for the U.S. Army"? Well, FAA's Airways Facilities Service doesn't have anything quite that dramatic but it's just as anxious to recruit women from the secretarial and other non-professional fields for technical careers. The A.F. people even have a special emphasis effort, known as the Women's Technical Program, that is aimed specifically at recruiting women for such positions as engineers, electronic technicians, maintenance mechanics and computer programmers. To date, A.F. has placed 204 women in technical jobs through the program and most of these came from dead-end jobs within the agency. FAA women who would like to follow in these footsteps can get the information they need on qualification and training requirements from their regional personnel office or regional A.F. division. In Washington headquarters, the contact is AAF-160.

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



FEBRUARY'S DARK CLOUDS HAVE A SILVER LINING

People who hate February--and they are legion (notice that nobody's ever written a song about February)--will be distressed to learn that their unfavorable month has 29 days this year instead of the usual 28. That's right, it's leap year. But wait, the Personnel and Training Office says that extra day in February can be a boon to FAA'ers who are planning to retire next month. They can elect to retire as late as February 29, draw an extra day's pay and still be eligible for the cost-of-living increase for retirees that goes into effect for those on the OPM annuity rolls as of March 1. The amount of increase will be announced by the Department of Labor by the end of January. One can get additional information by contacting his or her servicing personnel office. In Washington headquarters, that's APT-140 on x68916.

HIT THE ICE

Headquarters employees who would rather exercise than eat on their lunch break, but don't feel like puffing around the Mall in a sweatsuit, should dig their old hockey or figure skates out of the attic and give the National Sculpture Garden Skating Rink a whirl. It's located right behind the Hirschhorn Museum and has three special lunch hour sessions beginning at 11 a.m., 12:15 p.m. and 1:30 p.m. Admission is only \$1.25 and rental skates can be had for about a buck.

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-5 February 4, 1980

THE NEWS IN BRIEF

National Transportation Safety Board Chairman James King had some good news to report last week about the accident rate of commuter airlines that may reflect the impact of FAA's sharply upgraded safety rules (FAR Part 135) for these operators. King noted a "marked improvement" in the fatal accident rate for commuters during the last six months of 1979. As a result, commuters finished the year with a fatal accident rate of 0.55 per 100,000 departures as compared with 0.61 in 1978. However, King added, this rate still is 5½ times that of the certificated carriers.....

June Turner is Alaska's first black female facility chief. Before her selection as the new chief at the King Salmon Flight Service Station, she was an air traffic control specialist at Ketchikan FSS..... NAFEC is funding three studies, totalling \$900,000, for detailed evaluations of impact-survivable air transport accidents. The objective is the identification of structural features and subsystems of transport aircraft that can be redesigned or strengthened to lessen the number of serious injuries and fatalities in impact-survivable crashes..... The uses of helicopters for public service applications will be the subject of an \$87,000, one-year study (See page 2)

CORPORATE AND EXEC PLANES GROUNDED FOR SAFETY

The agency continued its stepped-up safety program by grounding 453 corporate and executive aircraft in the last two weeks--430 of them for the inspection of a critical bolt that holds the wing in place and 23 for poor workmanship in modifications made to the wing and fuselage. The 430 aircraft are all Beech 200 Super King Airs; the remainder are Rockwell International Sabreliners that have been modified by the Raisbeck Group of Seattle Washington. The wing bolt on the Beech 200s must be inspected before further flight and the bolts replaced if they are found to be corroded or cracked. The Sabreliners must be inspected and any deficiencies in workmanship corrected before further flight. The AD grounding the Beech 200 was issued after the main wing bolt failed in flight, 15,000 feet over Ohio. The remaining three bolts held and the aircraft landed safely at Zanesville. However, the grounding order noted that failure of the bolt could result in the 18½ foot outboard wing section falling off the aircraft. The AD grounding the 23 Sabreliners was issued after inspections of some of the modified aircraft uncovered poor workmanship by the Raisbeck Group that could structurally weaken the aircraft and create a safety (See page 2)

BRIEFS (From page 1)

initiated by NASA's Ames Research Center. The study will assess the social, economic and humanitarian benefits derived from the use of helicopters as well as the helicopter operator's needs for both near and far term technology improvements..... The agency is advising general aviation pilots to expect an avgas shortage in all regions served by Phillips Petroleum. As a result of a refinery explosion, 90 percent of the Phillips' production capacity has been destroyed. Pilots are being warned by FAA to base all flights on known fuel supplies and not to substitute auto gas for avgas.

GROUNDING (From page 1)

problem. Besides grounding the planes, FAA revoked Raisbeck's repair station certificate. The Beech 200 is a twin turboprop aircraft that can carry from 8 to 15 passengers. It has a top speed of 330 miles an hour and a range of 2,000 miles. The Sabreliner is a twin turbojet aircraft. It has a range of from 1,000 to 1,200 nautical miles and a speed of approximately 500 miles an hour.

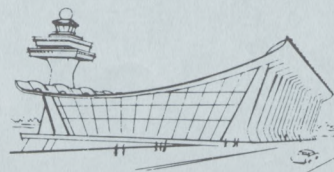
TECHNICIANS CITED

Installation of a new radar system in record time and at rock bottom cost recently brought national FAA recognition and cash awards totalling \$2,400 to five electronics technicians at Anchorage International Airport. An innovative procedure for replacing an earlier model radar system at Anchorage with a modern, solid state ASR-8 earned the awards for team leader Robin J. Masek and electronics technicians James D. Houston, Cecil C. Osborne, Gerald L. Beltz and Frank Chalifour. The installation method used-- bringing new radar equipment into

the same building housing the old and setting it up without interrupting service--brought a savings of \$304,000 to the government. The switchover was accomplished at a cost of \$90,000 in contrast to the \$394,000 FAA would have had to pay if the new radar had been set up as originally planned, in a new building adjacent to the old.

TRAINEE EARNS HIS KEEP

A controller trainee, who is also an instrument rated instructor pilot, and a journeyman controller who holds a private pilot certificate teamed up recently at the Anchorage Center to save a lost pilot. Sharing their considerable expertise, controller Dennis Curman and trainee Erick Akola guided a non-instrument rated pilot through the clouds to a safe landing at Kenai Airport. The lost pilot had been headed for Anchorage but the controllers convinced him he should land at Kenai after they learned that he was non-instrument rated, that his transponder was not operating and that the plane was without distance measuring equipment (DME). Also contributing to the "flight assist" was specialist Earl A. Erickson of the Kenai Flight Service Station..... During the month of December 1979, 232 flight assists were reported-- 70 by flight service stations, 106 by towers and 56 by centers. There were a total of 395 people reported on board the aircraft.



ALERTNESS PAYS OFF

Sheri Miller, a controller at Cherry Capital Airport in Traverse City, Mich., has been commended for her "alertness and concern" by a pilot whose life she may have saved. Miller noticed fluids were leaking from a Beech Bonanza as it climbed out of the airport for an intended flight over Lake Michigan. Instead of dismissing her observation as unimportant, she picked up her mike and in what was later described as a firm voice said, "Beech 58215, it appears that your aircraft is losing fluids." Since the pilot's instruments did not show anything amiss, he did not return to the airport until after a second warning. Then, after landing, the pilot reported that almost all of his oil had leaked out. He estimated that the engine would surely have stopped over the wintry waters of the lake.

FAAer TO TEST PILOT SCHOOL

Mary Ellen Schutt from the Great Lakes Region is the first woman as well as the first FAA employee to be accepted at the Naval Air Test Center's test pilot school at Patuxent River, Md. An aerospace engineer with the Flight Standards Division, Schutt came to the agency in June 1976 after earning a B.S. in aeronautical engineering from Purdue University. During the 11-month course at Patuxent, she expects to specialize in rotary wing aircraft. When she completes the course, she plans to return to the Great Lakes Region where she can put her new knowledge to work.

MORE AIRPORTS AVAILABLE

According to a recent agency report, the number of airports, heliports and other landing facilities available to civil aircraft in the U.S. and its possessions increased to 14,647 in 1979, a net gain of 172 from the previous year. Included in the total figure were 12,064 airports, 2,108 heliports, 425 seaplane bases and 50 STOL airports or runways. Texas continued to lead all states with 1,332 landing facilities, followed by Illinois with 891, California 819, Alaska 734, Pennsylvania 685, Ohio 586, New York 482 and Minnesota 468.

TOP FINANCE JOB OPEN

A two-year assignment as Chief of the ICAO Finance Branch in Montreal is now open for bids. The gross salary is \$43,890 with a tax-free net of \$26,931 for those without dependents and \$29,245 for those with dependents. There also is a cost-of-living allowance ranging up to \$6,000. Applicant must have an advanced university degree or equivalent academic qualification and extensive experience at a senior responsible level in a national government or international organization in the field of financial management. Applications are due in API-19 by Feb. 15. For further information contact Marilyn Fobbs on 202/426-3178.



PARK PLANNED FOR SPRING

As two construction companies are busy putting up new buildings in the neighborhood behind FAA headquarters, the Department of Interior reports that this spring the plot directly behind the building will be tended to. Although no fountains or walks are now envisioned for the space directly across C Street, grass and shrubbery will be planted this spring. The Capital Gallery, the building going up between 6th and 7th streets on Maryland Avenue is scheduled to be completed in the summer of 1981. The new Holiday Inn/office building complex being built by Donahoe Construction on C Street east of 6th street should be finished at the end of this year. This building, to be called the Federal Center Plaza, 500 C Street, will consist of a 535-room hotel and office space. It will be complete with restaurant

and bar as well as meeting and banquet rooms. The building will also have stores on the street level.

AWARDS AND REWARDS

Washington National Airport presented Special Achievement Awards based on superior performance to Patricia M. Cowden and Doris K. Walsh.

CHECK REGIONS FOR AF JOBS

The item in last week's Intercom about the Airway Facilities' Women's Technical Program instructed headquarters employees to contact AAF-160 for information on career opportunities as electronics technicians. That was wrong as AAF-160 has pointed out to us rather emphatically. The Eastern Region handles all recruiting in this part of the country so queries should be directed to either the Personnel Office, AEA-10, or the A.F. Division, AEA-400, in that region.



Architect's drawing of the Capital Gallery building shows plaza along Maryland Avenue.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-6

February 11, 1980

COMMUTER PILOT RULES STIFFENED

The agency has issued a regulation requiring that the pilot-in-command of any commuter airline aircraft have experience in flying that particular type of aircraft before carrying passengers. The new regulation, which takes effect March 1, will insure that commuter pilots are thoroughly familiar with the aircraft they fly and can respond quickly and effectively to emergencies. The FAA action is based on an analysis of the 13 fatal commuter airline accidents last year that showed the pilots involved in four of them had little or no experience in the type of aircraft they were flying. A total of 25 persons died in these four accidents. Under the new regulation, no one may serve as pilot-in-command of an aircraft unless he or she has logged from 10 to 25 hours of flight time in that type of aircraft under the supervision of a qualified check pilot.

DEPUTY SECRETARY CONFIRMED

William J. Beckham, Jr., a former executive with the Ford Motor Company, has been confirmed by the Senate as Deputy Secretary of Transportation. The DOT post is Beckham's second presidential appointment. (See page 2)

FBI PROBING SABOTAGE CHARGE AT N.Y. COMMON IFR ROOM

The FBI is investigating charges involving four controllers in the New York Common IFR Room about alleged irregularities associated with Aeroflot Flight 315, carrying the Soviet U.S. Ambassador, Anatoly Dobrynin, on January 18. No charges have been filed but preliminary investigations by FAA and the FBI indicate that one or more persons at the Common I may have deleted the radar data block of the Aeroflot plane as it was approaching New York's Kennedy Airport. As a result, the aircraft was misidentified on radar and given instructions that took it into airspace below the terminal control area. The error was detected, the aircraft was returned to the correct flight path, and landed safely at Kennedy. The incident occurred after PATCO Local 160 had announced that it would not handle Soviet airlines unless specifically ordered to do so by supervisors. PATCO President Robert Poli said, "I wish to deny most emphatically the suggestion in some newspaper stories that PATCO may have been involved in a so-called conspiracy in this incident. PATCO was not involved nor was any of its officers involved." If tampering with the air traffic control computers at the Common I is proved, the accused could be (See page 2)

AIR TRAFFIC CONTROLLER CAREER OPPORTUNITIES OPEN

On March 17, the Office of Personnel Management (OPM) will begin accepting applications for Air Traffic Control Specialist positions in the Alaskan, Great Lakes, New England, Northwest, Pacific, Southwest and Western Regions, as well as in the Washington, D.C., and San Juan, P.R., areas. April 30 is the application deadline, with testing scheduled for May 31 to June 14. The salary starts at \$13,925, GS-7, and may progress to \$45,126, GS-14. Applicants must pass a written test and show from previous experience or a four-year college degree a potential for learning the controller's work. They also must pass a rigid physical examination before appointment. Those applying for centers and towers cannot be more than 30 years of age. There is no age restriction on the flight service station positions. The announcement, application forms, a list of test locations and additional information may be obtained from any Federal Job Information Center.

DEPUTY CONFIRMED (From page 1)

In March 1977, he was named Assistant Secretary of Administration at the Department of Treasury. Before that, he was Deputy Mayor of Detroit. He joined Ford in 1978 as Manager of Research and Planning in the North American Governmental Affairs Office.

FBI PROBING (From Page 1)

prosecuted under Federal criminal statutes that carry a maximum penalty of 20 years in prison and/or a \$10,000 fine. In the meantime, four of the controllers have been temporarily assigned to administrative duties with full pay while the investigation continues.

SF-171s ARE INCOMPLETE

Word comes from the Office of Personnel and Training that employees may be disqualifying themselves from consideration for new jobs by submitting inaccurate or incomplete Personnel Qualification Statements, SF-171 Forms. The Office emphasizes that employees applying for new positions must:

- Sign and date their SF-171.
- Identify the announcement number and position title of the vacancy for which they are applying.
- Describe their experience and qualifications accurately, completely and clearly.
- Attach all required documents.

Employees submitting accurate and complete SF-171s give themselves a chance to run in the race. Those submitting inadequate forms break their own legs before they start.

SPECIALISTS TO MEET ON CIVIL SERVICE REFORM

The Office of Personnel and Training is sponsoring a seminar on the Civil Service Reform Act in Washington headquarters, February 12-14. Personnel specialists throughout the agency will be brought up to date on the latest policy developments and return to their home offices to serve as central sources of information for management and employees. Providing top management's perspective on Civil Service Reform will be Deputy Administrator Quentin Taylor, Associate Administrator for Administration Gene Weithoner, Director of Personnel and Training Don Rock and DOT Deputy Director of Personnel and Training Jon Seymour. Personnel specialists from Washington will brief participants on specific aspects of the reform legislation such as performance appraisal and grade and pay retention.

REPORT FROM DEADHORSE

With winter making a belated visit to the East and Midwest, FAAers in those areas may find comfort in the fact that it's a heck of a lot colder at the Deadhorse Flight Service Station up on Alaska's North Slope, where all the oil is. FSS Team Supervisor Doyle Riddle says the wind-chill factor drops to 120 degrees or more below zero in the winter, the wind blows incessantly, piling the snow up in huge drifts and the sun doesn't shine (doesn't even come up) for months at a time. For this reason, the agency rotates employees through Deadhorse, with each FSS team of seven or eight specialists working a 21-day shift--eight hours a day, seven days a week--before returning to Fairbanks for some R&R. Airway Facilities technicians work longer hours but they rotate on a weekly basis. And if anyone wonders how Doyle Riddle and the other Deadhorse regulars got stuck with this assignment, the answer is they volunteered--of course.

PESTICIDE REGS QUERIED

The agency has asked for public comment on a petition from the Friends of the Earth that FAA strengthen its regulations governing aerial application of pesticides. Although current FAA regulations are aimed primarily at aircraft and pilot qualifications, they also require that pesticides be applied properly and safely and without creating any hazards for persons or property on the ground. However, the Friends of the Earth maintain that these regulations are not stiff enough. Copies of the petition may be obtained by writing APA-430. Deadline for comments is April 17, 1980.

ICAO JOBS OPEN

The International Civil Aviation Organization has a two-year assignment in Montreal for a Technical Officer, MET, P-4. The gross salary is \$29,900 with a tax free net of \$20,209 without dependents and \$21,756 with dependents. Applications are due in API-19 by February 29. Federal employees accepting ICAO assignments are entitled to restoration rights and eligible for allowances to supplement their basic salary. For further information call Marilyn R. Fobbs, API-19, 202/426-3178.

JANUARY RETIREES

The end of the leave year brought another large number of retirements in January. In all, there were 41, 36 of whom retired on January 11, the last full work day of the leave year. The retirees are: AAD - John Walk, Howard Eakins; AAM - Siegfried Gerathewohl; AAA - Francis E. Riley, Frank J. Pietrykowski; AAF - Michael Komar, Harvey Bresler, Clyde G. Trusch, Walter R. Owens, Raymond E. McCormick; AAT - Wray R. McClung, John O. Renz, John L. Summers, Glen D. Tigner, Angeline Zang, Raymond H. Yeager; ACR - Leaford Williams; AMS - Leslie L. Evans, Jr.; APT - Lorel P. Coble; ARD - Carl L. Schulten; API - John C. Howerton, William M. Huey; ALG - Dan Alperin, James E. Davis, Julian R. Burneko, Milton Fabian, Fitzhugh R. Murfree; AWS - Thomas E. Ryan, Robert B. Phillips; AMA - Thomas H. Phillips, James L. Cox, Levis Crews; AFO - James M. Vines, Clifford L. Weaver, George W. Bodkin, Richard L. Barner, Russell D. Carroll, Charles Schuck; AGC - Robert Leary, Oscar Shienbrood; and ASF - Roger T. Boggs.

BLACK HISTORY MONTH

To commemorate Black History Month 1980, DOT Secretary Neil Goldschmidt has signed the following memorandum: "The diversity that is the strength of America finds special expression in the history of the peoples who comprise our nation. So it is that we celebrate Black History Month this February and in so doing celebrate both the heritage of Black Americans and their contributions to this country. Regardless of our own race, color or religion, we can all learn from and take pride in the accomplishments of Black Americans. Their history distinguishes them and their efforts on behalf of America; the story that it tells is fundamental to an understanding of this nation's purpose and its promise. I urge all employees and friends of the Department to join with me in honoring Black Americans--in learning from them and celebrating with them during this special month--and to participate in the many activities which mark this as Black History Month." Events scheduled for this week include: February 12, "Opening Remarks," Secretary Goldschmidt, Nassif Bldg., Room 2230 - 10 a.m. and February 14, "The Psychological Effects of the American Culture on Blacks," by Dr. Louis Williams and Prof. Betty Collier, University of D.C., Nassif Bldg., Room 2230 - 10 a.m.

TIME TO CHECK YOUR HEART

According to the Office of Aviation Medicine, heart and heart related diseases claim more lives than all other causes of death combined. Over one million Americans (mostly men) will have a heart attack this year, and over 600,000 of them will die. BUT, there are ways to beat or

at least head off the number one killer. The DOT Employee Fitness Center will continue cardiovascular stress testing as part of its Preventive Health and Employee Fitness Program through September 30, 1980. FAA employees who are interested in this program may obtain application forms in the Office of Aviation Medicine, Room 300E. For additional information call AAM-600, x63536. In another health program, the Health Unit at Washington National Airport has developed a new game called RISKO. It is a game of hearts that may save your life. RISKO gives players an estimate of their chances of suffering a heart attack. Players learn about risks and learn other facts about their hearts. February is Heart Month so it is a good month to start. Contact Jennie Anderson at the MWAS Health Unit (557-2058)

HISTORICAL SOCIETY TO MEET

The American Historical Society meets Wednesday, February 13 at 7:30 p.m. at the National Air and Space Museum's Silver Hill facility. The feature event will be a World War I fighter plane presentation by Walter J. Boyne, NASM Executive Officer.

FA CLUB TO REOPEN

The FA Club Store has been closed temporarily during negotiations concerning past sales taxes. It will be reopened when a satisfactory arrangement is made, probably by February 20. Those members with film being processed should contact the DOT Store (245-6717) to receive their pictures. Those desiring to use the Athletic Room should contact Jim Link, Ext. 68714.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-7 February 19, 1980

GETTING DOWN IS HARDER

Landing always has been the hardest part of flying. And sometimes it's harder than others. Take the case of a light plane pilot on a flight across Pennsylvania who had to divert to the Altoona Airport because of bad weather. Cleveland Center Controllers Timothy Nowicki and Patrick Manion finally got him down in good shape but, unfortunately, they couldn't fly the instrument approach for him. And unfortunately, as it turned out, neither could he. For the next 70 minutes, the two controllers and the Altoona FSS crew were kept busy (Continued on page 2)

"POLICY" GETS NEW CHIEFS

FAA's Office of Aviation Policy has a new director and deputy director. Harvey B. Safeer has been named to the top job and Joan B. Barriage has been appointed his deputy. Safeer was chief of the Policy Analysis Division in the Office of Aviation Policy before moving up to a staff job in the Office of Associate Administrator for Policy and International Affairs. He came to the agency in 1973 as an executive development candidate from the Office of the Secretary of Transportation. Barriage's last job was chief of the Flight Standards Division in the Great Lakes (Continued on page 2)

MERIT PAY CANDIDATES BEING IDENTIFIED

The Office of Personnel and Training has initiated a procedure to identify all GS-13, 14 and 15's who are supervisors or management officials and will be covered by the merit pay system. This system was created by the Civil Service Reform Act and will replace the general schedule step system with a pay-for-performance system for some employees. The first step in the new procedure is for Associate Administrators and office and service heads to identify both headquarters and field-merit pay positions in their program areas. Their decisions on field positions then will be forwarded to region and center directors for review and concurrence. Individuals identified through this procedure for inclusion in the merit pay system will be notified by letter and provided with additional information on the system. At this time employees may grieve any disagreements through the agency grievance procedures. Merit pay coverage determinations will become effective in October 1981. Until that date, everyone remains in the general schedule system and will be eligible for within-grade and other step increases. (Continued on page 2)

MERIT PAY (From page 1)

A notice, already circulated for comment, is scheduled to be issued in March and distributed to the branch, field office and facility levels. It will explain the identification process and coverage definitions in greater detail.

NEW CHIEFS (From page 1)

Region. Before that she was supervisory aerospace engineer in the Engineering and Manufacturing Division of the Flight Standards Service. She also served as deputy director of the Office of Environmental Quality. She joined the agency in 1956 as an aeronautical design evaluation engineer in the Flight Standards Service in Washington.

GETTING DOWN (From page 1)

giving the pilot clearances, vectors, instructions and the like while he tried desperately to get his wheels on the ground. Finally, after two missed approaches and with the aircraft running low on fuel, the pilot established visual contact with the ground and the Altoona FSS was able to guide him to the airport by using familiar landmarks. During the month of January, 276 flight assists were reported--85 by flight service stations, 145 by towers and 46 by centers. A total of 492 persons were on board the aircraft involved.

FRANKLY SPEAKING

The subject of employees using franked envelopes for filing Federal job applications was discussed in Intercom several months ago and generated a certain amount of controversy. Intercom said employees couldn't do it, but others said they could. Now the Office of Personnel Management has ruled on the subject.

The OPM decision is that filing job applications, including those filed under agency merit promotion plans, "is not an action within the scope of a Federal employee's present employment." Therefore, OPM stated, the use of franked envelopes to transmit job applications is a violation of law. OPM has asked agencies to inform their employees of this fact and thereafter to treat intentional violations as they do other violations of employee conduct involving abuse of Government property.

WOMEN CONTROLLERS WIN OUT

The road to sexual equality has more potholes than a macadam highway after a harsh winter. Ask Controllers Jan Scott and Linda Howerton of the Sonoma County Tower at Santa Rosa, Calif. The two were on duty recently when a Mooney pilot asked the tower to see if his landing gear was fully extended. He was given an affirmative answer but apparently needed additional reassurance. A short time later, the two controllers heard the pilot on the Unicom frequency at near-by Healdsburg Airport asking the people there to eyeball his landing gear. He explained that he had asked the Sonoma County tower to check it "but there was only a girl in the tower." Ms. Scott then telephoned the Healdsburg Unicom and good naturedly asked them to tell the Mooney pilot that she and her partner hadn't appreciated his comments. That brought a quick return call from the rather embarrassed Mooney pilot who proceeded "to fall all over himself" apologizing. He even offered to take Ms. Scott to lunch which sort of validates the premise of this article: sexism dies hard.

BOND SETS EEO OBJECTIVES

On January 28, FAA Administrator Bond issued a directive to top managers reiterating his personal concern and interest in assuring:

(1) equal opportunities for FAA employees and FAA applicants, and
 (2) resolution of discrimination complaints within FAA, rather than processing them through to final adjudication at the Department level. After acknowledging that "there is underrepresentation of minorities and women at varying job levels in FAA," Bond said, "We need to take affirmative, responsible management action to eliminate unjustified underrepresentation of minorities and women

No matter what your efforts have been in the past, we must do better individually and as an agency. I am, therefore, asking that you fully consider the matter of underrepresentation in your work force whenever there is an opportunity to select a minority or a woman for appointment or promotion in your organization." The Administrator also took note of the high costs for processing discrimination complaints and added: "It is my desire that we use our collective influence to reduce these costs by resolving complaints on an informal basis, and at the lowest organizational level possible."

INTERCOM GETS "MERCII"

Intercom has received a note of thanks from the people at the Orly Airport control tower in Paris for its help in recruiting a retired FAA employee for a temporary assignment teaching ATC English to French controllers. J.F. Heurteux of the Orly tower said applications have been rolling in at a rate of two or three a day and "all of the candidates seem fully qualified for the job, most of them far exceeding our require-

ments." Noting that it would not be necessary for Intercom to run the item again, he said they already face a tough job in selecting the best qualified applicant.

FEBRUARY FAA WORLD OFF THE PRESS

Few people, even in FAA, are aware that blacks have been involved in aviation almost as long as whites. In recognition of Black History Month, FAA World tells the story of black aviation pioneers. We also take an in-depth look at the much-discussed duality of FAA's statutory mission—promoting safety and promoting aviation. Are these mutually exclusive goals or compatible facets of the same goal? Read this intriguing essay and make up your own mind. Also in this issue is a piece on one couple's solution to the gasoline crunch, "Direct Line," "Heads Up," "Small World" and "Word Search."

SENATOR "MIKE" MONRONEY

Oklahoma Senator A.S. "Mike" Monroney, 77, the aviation enthusiast for whom the Aeronautical Center recently was named, died February 13. Known as "Mr. Aviation," he was a strong supporter and proponent of aviation causes for many years and was the author of the Federal Aviation Act of 1985. The Center in Oklahoma City was named for him in October 1978. After memorial services were held for him at the Washington Cathedral, his ashes were spread in the vicinity of the center from a helicopter.

HIT THE ICE REVISITED

A note from "Conscientious Employee" has taken Intercom to task for pushing ice skating on the Mall as a lunch break activity. He/she notes that an FAAer would need 16 minutes to walk to and from the rink and eight minutes minimum to put on and take off skates, thus accounting for at least 24 minutes of the half-hour lunch break. Stung by this criticism, Intercom sent its ace investigative reporter out with a stop watch to check these times and here is his report: "Stepping out at a brisk pace, I covered the distance to the ice rink in 4:38. Fortunately, no one was in line so I was able to buy my ticket, don my skates and glide out on the ice just 8:38 after leaving FOB-10A. I then skated for the full 30 minutes of my lunch break figuring I was on official business, so to speak. I even took 7:10 out to relace my skates and gulp a hot dog and cup of coffee. Getting my skates off and shoes on afterwards required only 2:11 and the trip back, using the Boy Scout pace and aided by a stiff breeze, required only 3:46. Summing up, then, my total non-ice activities consumed 14:35 which under normal circumstances would have left me 15:25 for skating without violating Government regulations. But if you think I'm going to do this again, you're crazy."

A FIRST AT STAUNTON

The first automatic weather reporting service has been installed at the Shenandoah Valley Airport in Staunton, Va. The new system is called "Weather Check," and was developed by Artais, Inc., of Columbus, Ohio. The system consists of sensors that measure barometric pressure, temperature,

dewpoint, density altitude, and wind speed and direction. The sensors are linked to a processor and an automatic voice system that broadcasts once a minute over a navigational aid frequency, and pilots approaching the airport can pick up the broadcasts. The system is flexible so that Notices to Airmen and other local air traffic messages can be included in the broadcasts. At a future date, it is anticipated that cloud height and visibility will be added to the system. The system will enable pilots to use the airport, under certain instrument conditions, when there are no ground personnel on duty. According to Eastern Region Director Murray E. Smith, this is the first such system to be fully approved by the FAA.

ID NUMBERS CHANGED

The employee's social security number is now used for identification of all employee payments made by the Accounting Operations Division, AAA-200, and replaces the old "employee payroll number" which is no longer used. It is necessary that employees include their social security number on all payroll documents, requests for travel advances, and claims for reimbursement for official travel when these documents are submitted to AAA-200. Use of your social security number will speed the processing of your payment documents. For further information, contact James D. Wallace, AAA-200, x68242.



FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-8 February 25, 1980

NAFEC MOVES INTO COMPLEX

NAFEC employees began moving into their new building complex on February 20, two months ahead of the original schedule. Employees in the Terminal System Support Facility (TSSF) lab were the first to take up residence in the new \$50 million headquarters building. Additional units will move over the next several months with all 1,300 employees inside by June. Dedication of the new building is scheduled for the last week of May.

ALL'S WELL OVER LAKE PLACID

All those horror stories about ground transportation foul-ups at the Lake Placid Winter Olympics prompted Intercom to check with FAA's temporary control tower at nearby Adirondack Airport to see if air traffic has been experiencing similar problems. The answer was an unqualified "no" from tower chief Glenn Broomell. "All in all, it's working out very well," Broomell said after the first week of operation. He noted that traffic in the air and at the airport, unlike the congested surface transportation in the area, was flowing smoothly and without delays. He reported that the longest delay experienced during the first week was a mere 7 minutes. "This was an IFR departure delay," he explained. (See page 2)

G.A. ACCIDENTS DOWN, AIR CARRIER UP

Air safety was a mixed bag in 1979, according to preliminary statistics released by the National Transportation Safety Board. General aviation showed marked improvement in virtually all safety measures, but the air carriers experienced a sharp jump in fatalities due to the DC-10 accident in Chicago last May. The 4,238 general aviation accidents last year were six percent under the 1978 figure and the lowest total since 1976. Fatal accidents and fatalities, meanwhile, were the lowest in nine years, with 658 and 1,311, respectively. The air carrier safety record was marred by the Chicago DC-10 crash that claimed 273 lives, making it the worst single airline accident in U.S. aviation history. The total number of air carrier fatalities last year was 353, and that's the third highest figure since the birth of commercial aviation. Total airline accidents also jumped sharply from 24 in 1978 to 33 in 1979. Fatal accidents numbered six during both years.



LAKE PLACID (From page 1)

Although traffic had been a little less than anticipated, he added, it has been almost exclusively IFR traffic made up of multi-engine business jets. "It's going very well," he repeated, "because the guys at the Boston Center have been very cooperative and the guys here with me have been doing an excellent job." The tower will remain open until March 1, to handle the post-games traffic.

**BOND TESTIFIES ON BUDGET**

Dealing with the skyrocketing costs of aircraft operations caused by rising fuel prices is one of the major challenges facing the aviation industry and the FAA, Administrator Bond told a Congressional subcommittee last week. On Capitol Hill to testify on the agency's proposed Research, Engineering and Development budget for FY 1981, Bond said the estimated \$8.4 billion in fuel costs for 1980 for U.S. trunk carriers "will probably exceed the total operating revenues of the trunk carriers just one decade ago." That means the aviation industry must build more fuel efficient aircraft and the FAA must eliminate inefficiencies in the air traffic system, Bond told the House Subcommittee on Transportation, Aviation and Communications. Delays at airports from weather and excessive demand are particular problems, he said, and he

cited 34 airports where the number of delays doubled over the last four years, far outstripping the increase in operations at those same airports during that time. To deal with these and other problems will require new approaches, Bond said, including the development of "better and more sophisticated facilities and equipment, both on the ground and in the cockpit." Bond also supported a multi-year authorization for the agency's R&D program as contained in the proposed ADAP legislation. He said: It's important to retain a multi-year authorization scheme so that we can plan a program that has a clear sense of continuity with future funding levels that can reasonably be counted on."

URGENT REQUEST

The International Civil Aviation Organization has an assignment available in Amman, Jordan, for a Civil Aviation Organization and Management Adviser. The initial appointment is for a one-year period with a gross salary of \$38,190 and a tax-free net of \$26,299 with dependents and \$24,298 without. There also are allowances ranging up to \$21,154. Qualifications include a university degree in Public or Business Administration or equivalent professional qualifications, extensive and proven experience in organization and management matters at a responsible level with a civil aviation authority, international organization or air carrier. For additional information, contact regional personnel offices or Marilyn R. Fobbs, API-10, 202/426-3178. Applications must be sent to API-10 not later than March 14.

NOISE BILL ENACTED

The Aviation Safety and Noise Abatement Act of 1979 is now law and gives airline operators additional time to bring their smaller jets into compliance with Federal noise standards (FAR Part 36). Present FAA regulations required that all two- and three-engine jets meet Part 36 standards by January 1, 1983, although a two-year extension is provided in cases where older, noisier jets are scheduled for replacement. The new law permits non-complying two-engine jets with 100 or fewer passenger seats to continue flying until January 1, 1988. Those with more than 100 seats can fly until January 1, 1985, with another year added if scheduled for replacement by "new technology" aircraft. The law does not alter the compliance dates for either three- or four-engine jets. The latter must meet Part 36 standards by January 1, 1985.

SAFER SEATS REQUIRED

The agency is requiring safer seats to protect the flight attendants who must help evacuate the plane in case of a takeoff or landing accident. The new regulation requires a combination seat belt and shoulder harness as well as energy-absorbing backs to protect arms, shoulders, head and spine. Seats that do not meet these requirements cannot be used by flight attendants during takeoff and landing after March 1. The new regulation also requires that flight attendant seats be near floor-level emergency exits, and it upgrades safety standards for storage and service compartments. This is the eighth in a series of regulations resulting from the FAA's Airworthiness Review Program.

DEALING WITH ALCOHOLISM AND DRUG ABUSE

Alcohol and drug abuse aren't problems that can be swept under the rug anymore in either government or industry. The cost in both human and economic terms is simply too high. Recognizing this fact, the Congress has taken a number of legislative steps over the past 10 years, directing Federal agencies to establish appropriate programs for handling these problems with the emphasis on prevention, treatment and rehabilitation of affected employees. FAA's own program is spelled out in Agency Order 3700.5A. The program provides for employees of the agency who may need help with these problems to be referred to appropriate treatment and rehabilitation services in the community. The Personnel Management Divisions in the regions and centers and Personnel Management Operations Division headquarters are the main points of contact for information and assistance. In the coming weeks, Intercom will publish articles dealing with FAA's program goals and objectives, highlights of the more significant regional program activities and the roles and responsibilities of the various participants in this program.

ICE DETERRENT TESTED

FAA and the U.S. Army have a test program underway in Ottawa, Canada, and Minneapolis/St. Paul to gather data for helicopter icing certification and the operation of helicopters in cold environments. This phase of the program is examining the ability of ice phobic coatings--liquids applied to rotor blades to deter the formation of ice--to minimize rotor ice build-up. Testing began in early January using Army helicopters and Army pilots and is scheduled to continue as long as weather conditions permit.

METEOROLOGIST HONORED

Charles V. (Vern) Lindsay, Chief Meteorologist in the Central Flow Control Facility at Headquarters, will receive the Soaring Society of America's Exceptional Service Award at the Society's national convention in Seattle on March 1. Lindsay, who has been a member of the Society for 18 years, will be honored for his services to the society both in forecasting for weather for major soaring contests and for more than two dozen articles he has written on weather as it relates to soaring. Lindsay, who is both a glider and powered aircraft pilot, is chairman of the Society's Meteorological Committee and has done the weather forecasting for numerous major soaring events. These have included the World Soaring Championships held in the United States in 1970, in Poland in 1968, and in England in 1965.

CPR SAVES LIVES

The red and white CPR signs outside offices in the corridors of FOB-10A indicate that a trained life saver works there. So far, 57 people in the headquarters building have taken the Cardio-pulmonary Resuscitation (CPR) course offered monthly by the Department. These individuals are listed on page v and vi of the DOT telephone directory. Employees interested in signing up and becoming life savers should contact their office or service training officer. According to Phyllis Burbank, FAA CPR coordinator, the life saving technique, "definitely does work." She said that so far FAA trainees have not had occasion to use it in an emergency situation, but a woman in the Department recently saved her father's life by using CPR.

AWARDS AND REWARDS

The Logistics Service has presented Quality Within-Grade Increase Awards to Rita Holton and Ronald Kennedy and a Special Achievement Award to Christine Coates.

NEW DIRECTORY COMING

The long awaited and much needed revision of the Department of Transportation telephone directory is now scheduled to be distributed the second week of March. Because of the many office moves and reorganizations, very extensive changes were made in this edition. Besides the usual telephone numbers and office addresses of DOT employees, the new book will have maps of the METRO subway system. One map will show the entire system, and a second full page map will depict the downtown area only. In the future the system map will be updated with the rest of the directory every four months. The new book will be bound in green paper and printed in black.

BLACK HISTORY EVENTS SCHEDULED

Black History Month events scheduled for the last week of the month include: A program in the FAA auditorium, 9 a.m. to noon, February 26, will feature Representative Louis Stokes of Ohio and songs by the Veterans Administration choir. Dr. Harold E. Cheatham, Associate Professor of Psychology, U.S. Coast Guard Academy will speak in the Trans Point Building at 1 p.m. on February 27. "Where are We Going in the 80's" will be the subject of the address by Malvin Goode, Consultant, National Black Network, in Room 2230 of the Nassif Building at 10:30 a.m. on February 28.

FAR INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-9 March 3, 1980

THE NEWS IN BRIEF

The National Transportation Safety Board has recommended to the Federal Railroad Administration that railroad crewmen be subject to the same "bottle-to-throttle" regulations as airline flight crews. The recommendation came as part of a report on a recent railroad accident in which the failure of the engineer, "whose performance was significantly impaired by alcohol," was cited as the cause..... Civil penalty collections for FAR violations jumped more than 300 percent in 1979, going from \$546,199 in 1978 to \$1,730,750. The total was substantially swollen by the \$500,000 collected from (See page 2)

\$25,000 PENALTY REQUESTED

Secretary Goldschmidt has sent Congress a bill that would increase the maximum penalty for each violation of the Federal Aviation Regulations from \$1,000 to \$25,000. The bill, which is a key element in Administrator Bond's accelerated enforcement program, also would permit criminal prosecution of willful and repeated violators of safety regulations as well as of operators who falsify reports. In his letter of transmittal to the Congress, the Secretary noted that the present limit of \$1,000 per violation was set in 1938 and no longer serves as an adequate deterrent to those who would violate the FARs.

SALT LAKE CITY SECTORS MAKE CLEAN SWEEP

Technicians in Salt Lake City have cornered the current market on the Airway Facilities Sector of the Year awards. AF Sectors in Salt Lake City were rated best in the nation last year in both the general NAS and the ARTCC categories. The national plaques will be presented to the sectors in March, with each individual receiving a personal certificate of achievement. The national winners were selected from an elite group of regional Sector of the Year winners. These sectors were all rated tops in providing essential maintenance and installation service to air traffic control equipment. They also were rated outstanding on effective and efficient use of personnel resources, general personnel management relations, employee productivity and safety and the general overall ability of the total sector staff to handle unusual or unique problems during the year. The regional winners in the general and ARTCC categories were:

- Central: St. Louis, Missouri - General NAS
- Eastern: Buffalo, New York - General NAS
- New England: Bangor, Maine - General NAS
- Northwest: Seattle, Washington - General NAS (See page 2)

IN BRIEF (From page 1)

American Airlines and \$100,000 collected from Continental Airlines for improper DC-10 maintenance procedures. Another \$200,000 penalty came from a Southwest operator of large aircraft who was doing business without holding appropriate certificates..... The agency is advising U.S. pilots headed south of the Rio Grande that the Mexican Government has adopted new regulations regarding VFR flights into that country. These regulations require that VFR flights entering Mexico stop at one of the designated Mexican border airports for immigration, customs, health and insurance checks before proceeding farther into the country..... Pilots who would like to sign up for "Operation Rain Check" at the L.A. Center in Palmdale already are too late for the 1980 program. Reservations for the weekly series of ATC orientation programs are completely booked for the rest of the year. More than 1,500 reservations have been accepted from pilots..... The agency has purchased two additional Beechcraft King Air C90s under a contract with Beech Aircraft Corp. This brings the total number of twin-engine King Airls on order to five. First delivery is expected in early March with subsequent deliveries continuing into May Installation of the 23 new air route surveillance radars (ARSR-3) purchased from Westinghouse continues on schedule with acceptance of the 16th unit at The Plains, Va., on February 7. Seven of the third-generation en route radars are currently on line, and all 23 are expected to be commissioned by March 1981.....

PROBABLE CAUSE REPORTED

The National Transportation Safety Board has reported that the "probable cause" of the Prinair commuter takeoff crash at St. Croix, V.I., last July was the pilot's loss of control of his "overweight and out of balance" aircraft. This situation, in turn, was the result of the company's failure "to supervise and to enforce its loading procedures." The Board also said that inadequate FAA surveillance and enforcement of FARs were factors in the accident. The Prinair deHavilland Heron pitched up sharply soon after liftoff from the runway at Alexander Hamilton Airport last July 24, climbed to 250-300 feet and then dropped back onto the airport and crashed. Eight of the 21 people on board were killed. FAA conducted its own investigation of Prinair after the accident and suspended Prinair's operating certificate until certain deficiencies were corrected.

CLEAN SWEEP (From page 1)

- Pacific - Asia: Honolulu, Hawaii - General NAS
- Rocky Mountain: Salt Lake City, Utah - General NAS; Salt Lake City, Utah - ARTCC
- Southern: Knoxville, Tennessee - General NAS; Memphis, Tennessee - ARTCC
- Southwest: Ft. Worth, Texas - General NAS; Albuquerque, New Mexico - ARTCC
- Western: Long Beach, California - General NAS; Los Angeles, California - ARTCC



BIG APPLE HAS ALPHANUMERICS

Alphanumerics have come to the three New York City airports--JFK, LaGuardia and Newark. Commissioning of the equipment that writes out aircraft identification and other flight information on the controllers' BRITE radar displays took place February 23. The computer-generated alphanumerics give controllers at the three airports positive identification of planes on the last five to seven miles of their final approach. In addition to aircraft identification and computed ground speed, the display shows altitude for planes equipped with altitude encoded transponders. The tower alphanumerics system is the first step in the implementation of an improved overall system for terminal traffic control in the New York metropolitan area. The full system is expected to be operational before the end of 1980, when the new Terminal Radar Approach Control (TRACON) facility at Garden City, N.Y., becomes fully operational.

NO ULP COMMITTED

The Washington Regional Office of the Federal Labor Relations Authority has ruled that Administrator Bond did not commit an unfair labor practice when he said in the May 1979 FAA World that he believed the Professional Air Traffic Controllers Organization had lost credibility and undermined its "moral base" during a 1978 slowdown. As a result of the comment, PATCO filed an unfair labor practice, claiming that the Administrator's statement interfered with, coerced and restrained employees in exercising their rights. PATCO can now appeal the FLRA decision to the FLRA General Counsel.

CFC RULE CHANGES PROPOSED

The Office of Personnel Management (OPM) has proposed several changes in the Combined Federal Campaign procedures that would make participation in the annual charity drive more cooperative and less coercive. Included are changes that would prohibit such fund-raising practices as:

- Solicitation of employees by their supervisors.
- Setting 100 percent participation goals.
- Providing contributions lists for purposes other than routine collection.
- Establishing personal dollar goals or quotas.

Other proposed changes are essentially designed to provide a more equitable distribution of funds and to make it easier for more charities to participate in the Federal fund-raising program.

\$500 FINE LEVIED

A former government employee (not FAA) recently was convicted in the Federal District Court for the District of Columbia on a Federal conflict of interest charge, fined \$500 and given a year's probation. On his last day with the government, the defendant had represented his agency in a contract negotiation with a company for which he subsequently went to work. This action was adjudged to be in violation of the Federal statute which specifically prohibits government employees from having official dealings with an organization with which they have an arrangement concerning prospective employment. The penalties were imposed despite the judge's finding that the offense was a "technical violation" and that there was no evidence of "malice" or "evil intent" on the part of the defendant.

NEW CAFETERIA SECTION OPEN

The newly renovated section of the second floor cafeteria in FOB-10A is scheduled to open for business this week. The area has been completely revamped, and the floor is now covered with wall-to-wall carpeting. A permanent condiment stand has been built in front of the windows, and waist high partitions separate the food line from the diners. The pictures of airplanes that once graced the walls, alas, are gone, but this does give the area a less cluttered, fresh, clean appearance. New overhead lights, set in a new ceiling, fill the room with simulated daylight. Now that the first section is finished, the northeast section will probably be the next to be closed off and renovated. The entire job of renovation is expected to be completed by next fall.

NEW CHIEF SELECTED

The Management Operations Division, APT-100--the organization responsible for providing all personnel, training, and labor relations services for Washington headquarters, Dulles and National airports--has a new boss. His name is Richard E. (Dick) Cullen, and he has been with the agency in the Office of Personnel and Training since 1974. Before his latest promotion he was chief of the headquarters Employment Branch. He entered the Federal service in 1965 with the GSA personnel office here in Washington, D.C. A graduate of the University of Washington, he holds a degree in Government Administration.

ASSERTIVENESS TO BE TAUGHT

The Federal Aviation Toastmistress Club is presenting a special program on "Assertiveness Training for Women in Life, Love and on the Job," March 5 at noon in room 5 A and B, FOB-10A. The program will be moderated by Toastmistress Club member Inez Arrendell. Visitors are welcome.

UPDATE YOUR HOME ADDRESS

If you have moved since the end of the year or find that you are not now receiving FAA World in the mail, your home address is not current in the W-2 income tax file, which is the list used for home mailing of the magazine. To update your home address, request a change in your W-2--not in the FAA World list--at the payroll office, AAA-240, and include your Social Security number.

VIKING LANDER AT MUSEUM

A Viking Lander spacecraft, identical to the two that landed on the surface of Mars in 1976, has been put on exhibit in the the Smithsonian's National Air and Space Museum. The Viking Landers were the first American spacecraft to provide a close-up, in-depth look at the surface of another planet, travelling some 460 million miles through space for nearly a year. The two remotely-controlled spacecraft sent back photographs of Mars as well as data on its meteorology and geology. The Lander will be exhibited in the Museum's Milestones of Flight gallery, the first addition to that gallery in more than three years. To be designated a "milestone of flight," an achievement must be highly significant, of singular sociological impact or of great technological distinction.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-10 March 10, 1980

THE NEWS IN BRIEF

The agency has purchased three more ARTS II units from the Burroughs Corp., bringing the total number on order to 90. To date, approximately 60 ARTS II systems have been delivered and 45 commissioned with additional units coming on line at a rate of about three a month. The three new ARTS II units will be installed in Mansfield, Ohio; Bismarck, N.D.; and Florence, S.C..... The retirement last month of NTSB Public Affairs Chief Edward Slattery will be noted as much (See page 2)

VARNADO NAMED DIRECTOR

Arthur Varnado has been promoted from Deputy Director of the New England Region to Director of the Rocky Mountain Region. Varnado, who is a 20-year ATC veteran, joined the agency in 1956 as an Airway Operations Specialist. Later, he became deputy chief of the air traffic control tower at Newark, N.J.; chief of the tower at JFK International Airport in New York and chief of the tower at Standiford Field, Louisville, Ky. An Air Force veteran, he has received numerous awards, including the FAA Administrator's Award for Special Achievement and the Secretary of Transportation's Award for Excellence in Equal Employment Opportunity.

GAO CRITICIZES FAA BUT LAUDS "NEW CLIMATE"

The General Accounting Office has told FAA that it needs to "improve its management of efforts to identify and address safety hazards," such as midair collisions, fuel fires, wind shear and stalls of general aviation aircraft. Prepared at the request of Reps. Harold Johnson and Elliott Levitas of the House Committee on Public Works and Transportation, the GAO report examined 16 specific safety areas and concluded that FAA "has not adequately marshaled its forces to deal with safety problems quickly and effectively." In reply, FAA noted that the GAO study was conducted "amidst a major change in the structure and philosophy of the FAA and, therefore, does not accurately reflect the way the agency currently is functioning." It pointed out that Administrator Bond has instituted a number of organizational changes over the past 18 months to improve management of safety-related programs, including the establishment of an Associate Administrator for Aviation Standards. The GAO report itself noted that the agency already has taken steps to improve its system for hazard identification and analysis, observing that a "new climate" appeared to exist at FAA.

NEWS BRIEFS page 1)

by FAA accident investigators as by those who work for the Board. During his 38 years with NTSB and its predecessor, CAB's old Bureau of Air Safety, Slattery served as the official government spokesman on hundreds of aircraft accidents, dating back to the January 1942 crash near Las Vegas that claimed the life of actress Carole Lombard. He plans to do some writing in retirement..... The FAA has awarded a contract to Sangamo Weston, Inc., EMR Telemetry Division, for upgrading seven Low Level Wind Shear Alert Systems (LLWSAS), which were initially produced as prototypes and were operationally tested and evaluated at Tampa, Atlanta, Oklahoma City, Houston, Denver, Boston and JFK airports. Under the current contract, the systems will be upgraded to meet present operational and reliability performance standards. All work is to be completed in six months..... The FAA Liaison Office in Buenos Aires was officially closed on January 31 as an economy measure. Functions of the office are being assumed by the FAA representative's office in Rio de Janeiro..... A new survey by the Air Transport Association shows that 65 percent of all adults in the U.S. now have flown on an airliner. In 1972, only 54 percent of the population had flown and in 1962 the figure was a scant 30 percent..... The Aircraft Owners and Pilots Association is now distributing the 1980 edition of the AOPA Handbook for Pilots. The pocket-sized aviation encyclopedia contains an updated list of flight service station numbers, an aviation calendar of major conventions and air shows as well as a host of other information.

CIVILRIGHTS GAINS NOTED

The latest statistics from the Office of Civil Rights show that the number of females and minorities in professional FAA jobs continues to increase, particularly in the air traffic control field. From September 1975 to January 1980, the number of female controllers increased from 796 to 1,640 and minority controllers from 1,826 to 2,116. During the same period, female electronics technicians jumped from 35 to 171, engineers from 37 to 51 and Flight Standards inspectors from 15 to 34. Minorities registered similar gains in these areas with ETs increasing from 1,010 to 1,149 engineers from 229 to 287 and Flight Standards inspectors from 92 to 107. At the end of January, females accounted for 13.6 percent of total FAA employment and minorities 10.9 percent.

FAA FOUND LIABLE

The U.S. Court for the Central District of California found recently that the United States was 40 percent responsible for the deaths of an instrument instructor pilot and her student when their aircraft had a radio failure and crashed into the side of a mountain near Chatsworth, Calif., in April 1978. The U.S. was found partially liable because an FAA controller in the Burbank TRACON failed to provide lost-radio communication procedures to the pilot while vectoring her off airways toward higher terrain, as required by a Western Region Air Traffic Control Manual supplement. The court also ruled that the instructor was 60 percent responsible for the crash. This is the first time that the agency has been found responsible and has paid damages because of the special rules in the Western Region supplement.

MEETINGS ON WHEELCHAIRS SET

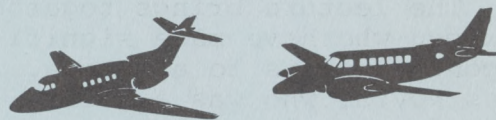
The Department of Transportation will hold two public meetings-- April 3 in Washington and April 16 in Denver--in an effort to determine if wheelchairs powered by wet cell batteries should be allowed on passenger aircraft. Present regulations ban wet-cell batteries on passenger aircraft except when they are installed in self-propelled vehicles, such as wheelchairs. However, some airlines refuse to carry such wheelchairs because wet-cell batteries contain sulfuric acid which might spill and cause corrosion. DOT hopes the two meetings will develop new information about the availability of efficient, non-spillable batteries that are suitable for use in wheelchairs.

ELT DEADLINE EXTENDED

The agency has given most private aircraft owners an additional six months to reinstall Emergency Locator Transmitters because not enough batteries to power these units are available. The FAA action extends the March 28 deadline until October 15 for the 52,000 aircraft owners that have ELTs manufactured by Communications Components Corp., Garrett Manufacturing and Leigh Systems. However, the agency noted that batteries are available for ELTs installed in about 20,000 other aircraft and their owners will be required to meet the March 28 deadline. In addition, FAA is requiring the owners of 3,000 aircraft carrying Pathfinder Corp. ELTs to replace them with other ELTs by March 28, since no replacement batteries are being manufactured for this model.

ENERGY UPDATE

A solar power system, funded by the Department of Energy, is being used to power a remote Low Level Wind Shear Alert System anemometer at McCoy AFB in Orlando, Fla. This is the second DOE solar system to go operational. The first is providing power for a remote moving target indicator at McClellan AFB, Calif.



ICAO HAS JOBS

The International Civil Aviation Organization (ICAO) has the following assignments available: DAKAR--Air Transport. Gross salary is \$19,040, with a tax-free net of \$14,149 without dependents and \$15,096 with. MONTREAL--Language Officer, gross salary is \$23,910 and tax-free net of \$16,978 without dependents and \$18,193 with. For further information, see Agency Order 3330.6B, Chapter 7, or contact Marilyn R. Fobbs on 202/426-3178.

MAINTENANCE MEET SCHEDULED

The 14th Annual Mid-South Aviation Maintenance Seminar--the nation's largest--will convene at the Metropolitan Nashville Airport, March 25, 26 and 27. The seminar is jointly sponsored by FAA and the Tennessee Department of Transportation's Bureau of Aeronautics and is open to all persons employed in general aviation maintenance-related fields.

FAAer FEATURED AT MUSEUM

Blanche Noyes, a former FAA executive, is among the women pilots to be featured in the Air and Space Museum lecture, "Women in Aviation," scheduled for March 20. The lecture starts at 7:30 p.m. in the Museum theater, and it begins with the story of the first woman to pilot her own aircraft. Balloonist Mary H. Myers soloed at Little Falls, N.Y., on July 4, 1880. The lecture brings together four women who have made significant contributions to aviation. Besides Noyes, who was a racing pilot before coming to FAA, they are, Emily Warner, the first female to fly for a major U.S. airline; Dora Strother, a former WASP and now an executive at Bell Helicopter, and Lt. Donna L. Spruill, the first woman to qualify for carrier duty as a U.S. Navy Pilot. Noyes will be profiled in the March FAA WORLD.

FAA FACILITIES ON TV

"NOVA," the Public Broadcasting science series, will feature an hour-long documentary on aviation safety Tuesday, March 11, at 8 p.m. on WETA-TV, Ch. 26. Entitled "The Safety Factor," the program follows a commercial airline flight from London to Bangor, Maine, and then across the United States. The documentary was produced by the BBC in cooperation with Public Broadcasting Station WGBH in Boston. Much of the filming by the NOVA crew was done at NAFEC and the FAA Academy in Oklahoma City, as well as at Chicago's O'Hare Airport.

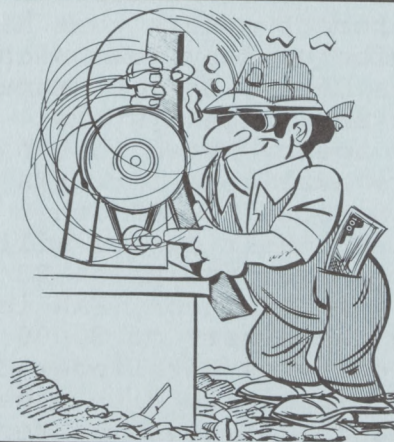
LYNCH DOING WELL

Pat Lynch, a contract specialist with Logistic Service, who left the agency in March 1979 to fill a position advertised by the International Civil Aviation Organization (ICAO), is apparently doing very well in his new job. He has just been promoted to chief of the Procurement, Supply and Contracts Section of the Technical Assistance Bureau at ICAO headquarters in Montreal.

CREDIT UNION SERVICES CUT

As of March 10, stamps and bus tokens will no longer be sold by the Credit Union. The Credit Union said that in order to provide this service, it was necessary to tie up as much as \$20,000. Now, escalating expenses make it impossible to continue providing these services. Also on the same date, the cost of a money order will increase to 60 cents.

Safety Glasses Protect Eyes



Bonds Protect Futures

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-11 March 17, 1980

THE NEWS IN BRIEF

FAA is as baffled as everyone else by a strange new malady that has affected a number of Eastern Airlines flight attendants on New York to Florida runs. As many as 60 flight attendants have reported breaking out in a red sweat, mainly on their faces, chests and hands. Most of the incidents have occurred on the A-300, but passengers and flight crews, strangely enough, have not been affected. FAA's Flight Surgeon for the Southern Region, Dr. Richard Butler, says the agency is closely monitoring the investigation of the incidents being conducted by the airline's medical staff..... The seventh annual Symposium on Lightning Technology will be held April 22-24 at NASA's Langley Research Center in Hampton, Va. The symposium will include discussions on how to protect aircraft and ground equipment from lightning strikes. It is being co-sponsored by the FAA, NASA and the Florida Institute of Technology..... The Northwest Region has suspended the license of an airline pilot who did aerobatics in his own airplane over school buildings and playgrounds in Winslow, Wash. The pilot flew his Pitts Special airplane in an authorized 20-minute airshow over a public school complex to salute his son's (See page 2)

EXECUTIVE DEVELOPMENT MOVES INTO HIGH GEAR

Those bright young faces that have popped up in new FAA surroundings in recent weeks may very well belong to this year's participants in the Executive Development Program. A number of the 21 participants already have shifted to new positions, and most of the remainder are preparing themselves to take specialized temporary assignments designed to give them the managerial experience and know-how required for senior-level executive posts. For example, David Yeager has moved from branch chief in Airway Facilities to special assistant in the Office of the Associate Administrator for Policy and International Affairs, and Marisue Prince has left her branch chief's job at the Aeronautical Center to become a special assistant in the Office of Aviation Safety. Other Executive Development participants on the go are: Theodore Beckloff from the Northwest Region, who becomes the assistant AT division chief in the Central Region; Wayne Newcomb from NAFEC, who takes over as assistant chief of the ATC Automation Division in Washington; John Larsen from the Eastern Region, who becomes the Management Systems Division chief in the Southern Region; Audrey Simmons from NAFEC, who becomes Program Coordinator (See page 2)

NEWS BRIEFS (From page 1)

high school graduating class. Some 1,800 students and teachers were in the school complex at the time of the incident..... As if to underscore the seriousness of the Winslow, Wash., incident, NTSB has issued a new report on the hazards of "unwarranted low-altitude flying or buzzing." NTSB notes that pilots buzzing people and objects on the ground resulted in 176 accidents and 108 fatalities during the period 1974-1978. NTSB concluded by noting that "warnings against the danger of unwarranted low-altitude flying have been made repeatedly by safety officials, but the Board's accident statistics indicate the need for repetition remains."

DISTRACTIONS ADVISED

In order to make sure students can cope with distractions while doing flight maneuvers, the agency is advising pilot examiners to distract applicants during critical parts of their flight test. The agency is taking this step because National Transportation Safety Board statistics reveal that most stall/spin accidents occur when the pilot's attention is distracted from the primary task of flying the aircraft, and because FAA studies show that spin/stall accidents account for about 25 percent of the general aviation fatal accidents. Examples of distractions suggested in the Advisory Circular being circulated include:

- Simulate radio communications.
- Read outside air temperature gauge.
- Pick fields suitable for forced landing.

(From page 1)
EXECUTIVE DEVELOPMENT page 1)
 in the Washington Civil Rights Office; and Charles Huettner, who moves up in the Office of Flight Operations in Washington to the branch chief level. Most of the other participants will remain in their current jobs but will take special assignments, like William Keepers from the New England Region, who will begin a three-month tour as special assistant to the Rocky Mountain Regional Director in April. In addition, Gene Lawing will move up from assistant AT Division chief in the Western Region to serve as acting division chief. Meanwhile, Vincent Mellone from the Bay TRACON and John Tompkins from the San Diego AF Sector will be brought in to serve as assistant division chiefs under Lawing. Those participants whose assignments are not yet firm are: Donald Watson, a Flight Standard branch chief in Southwest; Arnold Price, chief of the Houston Center, Robert Smith, assistant AT Division chief in Southwest; Ann Peavey Hoffer, Executive Officer in the Office of Management Systems; Harland Goertz, a branch chief in the Management Systems Office; Paul Peterson, Assistant to the Director in the Budget Office; Harry McIntyre, an AT branch chief in Washington headquarters; Leroy Keith and Raymond Ramakis, both of the Office of Aviation Standards; and Billie Vincent, assistant division chief in the Office of Personnel and Training.

HEADED FOR CERTAIN DISASTER

Controller John Preston of the Las Vegas tower saw the plane on his radar screen slip below the minimum vector altitude and head for certain disaster. As he watched the target on his scope descending, he knew something was wrong in the cockpit, although he wasn't sure what it was. But he knew he had to keep calm and think clearly. He issued only one instruction at a time and waited until the target on the radar told him that the pilot was responding. For instance, it was not until he was sure that the plane's wings were level that he instructed the pilot to climb. In this way--one thing at a time, he coaxed the pilot into an area of VFR weather. From there, the pilot, who later explained that his auto-pilot was malfunctioning, flew easily to the airport and landed. During the month of February, 187 flight assists were reported--67 by flight service stations, 76 by towers and 44 by centers. There were a total of 368 people reported on board the aircraft involved. There were 100 pilots assisted by use of radar, 52 assisted with DF, 37 with VOR orientation and 18 by the use of geographical references.

JOB OPEN IN MONTREAL

The International Civil Aviation Organization has four Technical Officer job openings in Montreal. They are in training, electronics engineering, aerodrome engineering and operations. Gross salary for all positions is \$29,940 and a tax-free net of \$20,209 without dependents and \$21,756 with. Employees also are eligible for various allowances. Applications are due in API-19 by March 28. For further information, contact Marilyn Fobbs 202/426-3178.

ENGLISH REVISITED

The text for this week's English lesson comes from an FAA press release: "Located on a 5,000-acre site approximately 10 miles northwest of Atlantic City, NAFEC has served as FAA's research, development, test and evaluation center since it was established in July 1958." The writer has crammed 10 pounds into a five-pound bag. Break up sentences like this, thus: "NAFEC, the FAA's research, development, testing and evaluation center, was set up in July 1958. Its 5,000-acre site is about 10 miles northwest of Atlantic City." This is less awkward and four words shorter.

METEOR DUST PUT TO WORK

Meteor trails 50 to 75 miles above the earth's surface are being used to transmit aviation weather reports to Anchorage from the Arctic. Digitized weather messages originating at Chandalar Lake bounce off ionized, gassy clouds of "meteor dust" on their way to the Anchorage FSS. The Chandalar Lake weather observer enters the reports by keyboard into a device that digitizes the data and transmits it by very high frequency radio to an area high above the earth. Here the message bounces off the electrons left by passing meteors. Formerly, high frequency (HF) radio was used by the Chandalar observer to communicate weather reports to FSS specialists. However, HF radio is often unreliable and frequently results in reports not being received by the FSS.



UPDATE YOUR HOME ADDRESS

If you have moved recently or find that you are not now receiving FAA WORLD in the mail, your home address is not current in the W-2 income tax file. This is the list used for home mailing of the magazine. To update your home address, request a change in your W-2--not in the FAA WORLD list--at the payroll office, AAA-240, and include your Social Security Number. FAA WORLD automatically will come to your new address.

SPACE SHIP IN MUSEUM

The Air and Space Museum is now showing a futuristic look at a space ship. The whimsical machine is named S.S. Pussiewillow II. "S.S.," incidentally, stands for Space Ship and not steamship. The contraption--it is more of a contraption than a space ship for real--was invented and built by inventor-sculptur Rowland Emett, who claims his brain child is "a projected Space Vehicle of an interesting Celestial Paddle-Boat configuration with Flying-Carpet overtones." The S.S. Pussiewillow II can be found on the mezzanine of the Museum's Flight and the Arts Gallery.

DCA PART OF THE WORLD

Washington National Airport has become part of the "world" of Pan American World Airways. A jet that formerly wore National Airline's colors recently pulled into Gate 38 at the North Terminal freshly painted in the livery of a Pan American Clipper. The Boeing 727-100 is the first of 58 National Airline jets that will be repainted with Pan American's white and blue with a globe amid the stars and stripes on the tail.

ELECTION PARTICIPATION O. K.

The Office of Personnel Management has issued final regulations on Political Participation by United States government employees in local elections in the City of Manassas, Va. These regulations grant a partial Hatch Act exemption to Federally employed residents of Manassas. This exemption permits Federal employees to participate on a nonpartisan basis in local elections or on behalf of independent candidates.

LOPEZ NEW CHAIRPERSON

Ezequiel "Zeke" Lopez of Logistics Service has been appointed chairperson of the Hispanic Employment Program Committee (HEPC). He replaces Adolfo O. Astorga, a branch chief in the Office of Airworthiness, who is transferring to the FAA office in Brussels. The committee, which is made up of Hispanic/American individuals from FAA headquarters, cooperates with the Civil Rights Board and the Hispanic Employment Program manager in matters pertaining to Hispanic employment.



FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-12 March 24, 1980

THE NEWS IN BRIEF

FAA has awarded a \$750,000 cost sharing contract to Textron's Dalmo Victor Division in Belmont, Calif., for the fabrication and testing of three commercial type units of an Active Airborne Collision Avoidance System. Delivery of the units is scheduled for the spring of 1981. The cost sharing program is being established to expedite placing the collision avoidance devices in the commercial marketplace. Prototype models of the units are currently in test at Lincoln Labs and NAFEC. A National Standard for Active Beacon Collision Avoidance Systems is scheduled for issuance in October of this year..... FAA has asked NTSB to revise its aircraft accident reporting form to solicit more information on fuel fires/explosions. Specific items of information would include fuel system damage, fuel type and temperature, ignition sources, area of fuel spill, types of interior materials and cause of fatalities. FAA said such data "would prove valuable in efforts to reduce aircraft fire and explosion hazards"..... The Rocky Mountain Region has issued an Emergency Order of Revocation, revoking the airman certificate of a Plentywood, Montana commercial pilot. (See page 2)

CONTROLLERS TO TEST SURFACE RADAR AT NAFEC

FAA's program to develop a new generation of Airport Surface Detection Equipment (ASDE-3) has entered the engineering test phase at NAFEC. This phase, which is being conducted by DOT's Transportation System Center, is expected to run four weeks. Then, controllers from Eastern Region facilities which have ASDE-2 will get a chance to compare the new equipment with the old. Their evaluations will become part of the specifications developed for production models. The equipment being tested at NAFEC was built by the Cardion Electronics Division of General Signal Corp. as a replacement for the ASDE-2, which currently is in use at 12 airports around the country. ASDE-3 is designed to overcome or minimize the deficiencies of the present equipment. For example, it will have a greater capability to penetrate rainfall and present a clearer, sharper picture on the radar scope under all light conditions. In addition, it will provide greater reliability and maintainability. Current plans are to install ASDE-3 at 27 airports.

NEWS BRIEFS(From page 1)

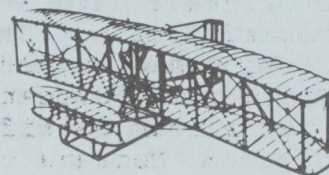
According to FAA the pilot acted as pilot-in-command of an aircraft during a passenger carrying flight when it ran out of fuel and was forced to land on a public road. Furthermore, the agency claims that the pilot failed to familiarize himself with all available information concerning the flight, including weather reports, forecasts and fuel requirements..... President Carter has nominated James King to serve a second term as chairman of the National Transportation Safety Board. King was White House personnel director before he was appointed to the Board in October 1977. He was named chairman in March 1978..... The President also has named Deputy Secretary of Transportation William Beckham, Jr. as alternate U.S. representative to the NATO committee on the challenges of modern society. This would be in addition to his regular duties.

WOMEN CONTROLLERS TO MEET

More than 100 members of the Professional Women Controllers, Inc. (PWC) are expected to attend the organization's second annual convention in San Francisco April 7 through 11. PWC has tripled its membership in the past year and has incorporated as a non-profit, professional organization. The convention will be kicked off by a get-together cocktail party Monday night, April 7. On Tuesday, the first full day of business, guest speakers, including a speaker from NASA, will address the group. On Wednesday morning, panels will discuss various topics such as air safety, career progression, recruitment and professionalism. On Wednesday afternoon, new officers will be elected and in the evening, those officers will be installed.

ALCOHOLISM AND DRUG ABUSE PROGRAMS SHOW SOME GAINS

The annual report on the agency's Alcoholism and Drug Abuse Program shows some significant gains in 1979 and some tough goals for 1980. The overall success of such programs is measured by the Office of Personnel Management. The basis for that measurement is the percentage of the total employees of an agency who seek assistance from the program during the reporting year. OPM defines a successful program as one that reaches seven-tenths of one percent (.7 percent) of the employee population each year. However, at the end of FY '79, only .3 percent of FAA employees sought assistance from the program. Although this is substantially below the OPM "success rate," program managers expect to achieve more effective program results in FY '80. The gains experienced by the agency occurred principally in the regions. For instance, the Western Region nearly doubled their own FY '78 program results and was the only region this year to reach the OPM's .7 percent rate. Also other regions are expanding their programs in an effort to reach more people at an early state before their problems become too disruptive. In addition, notable programs of the employee assistance type have been undertaken in the Southern, New England and Great Lakes regions and have been proposed in the Rocky Mountain and Eastern regions.



Pop Drink

SAN DIEGO'S TCA BECOMES EFFECTIVE MAY 15

Administrator Bond has signed a rule establishing a new safety zone around San Diego's major airports to provide air travelers with increased protection against midair collisions. The Terminal Control Area (TCA) will become effective May 15. This will afford time to print and distribute the new navigation charts and, in an unprecedented step, to mail copies of a graphic presentation of the TCA to 170,000 pilots. To ensure the TCA's effectiveness, the Western Region will invite pilots and other interested parties to participate in a local, user-evaluation working group program. If problems are identified, prompt corrective action will be taken, including modification of the TCA, if necessary. The establishment of the TCA is part of an 11-point air safety program for San Diego announced by Administrator Bond in late 1978 following the midair collision that killed 144 persons. San Diego is the first of approximately 35 new locations slated to receive TCAs. Other sites for which Notices of Proposed Rule Making for TCAs have been issued are Tampa and Honolulu.

SECURITY OFFICES MERGE

The Office of Civil Aviation Security (ACS) and the Office of Investigations and Security (ASE) have merged into the new office of Civil Aviation Security. Richard F. Lally, former ACS director, is director of the merged office and Alan W. Read, former ASE director, is his deputy. Read said the merger was prompted in part by the recent transfer of ASE investigative

functions to the DOT office of Inspector General. He also noted that the new organization will conform to the regional structure and will be generally more efficient.

ENGLISH REVISITED

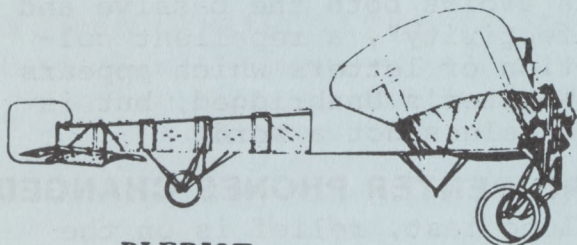
Our thanks this week to the legal profession, which for centuries has been turning out some of the worst prose in the English language...or sort of in the English language. This sample was in a memo from the General Counsel's office last year: "Effectivity of certain post employment restrictions in The Ethics in Government Act (P.L. 95-521) has been postponed until October 1, 1979." Close readers of Intercom will already know how to put this into English. For the benefit of the rest of you, it should go: "Certain post-employment restrictions in The Ethics in Government Act (P.L. 95-521) will not take effect until October 1, 1979." This avoids both the passive and "effectivity", a repellent collection of letters which appears in Webster's Unabridged, but is nonetheless not a word.

AERO CENTER PHONES CHANGED

At long last, relief is on the way for the harried burghers of Midwest City, Okla. For months, they have been plagued by misdialed phone calls intended for the FAA Aeronautical Center in Oklahoma City. These calls went to Midwest City because it had the same commercial prefix for its telephone numbers (732) as the Aero Center's FTS prefix. But that all changes on March 31 when the Aero Center acquires a new 749 prefix on the FTS circuits. The commercial prefix (686) will not be affected, however.

EARLY FLIGHT GALLERY TO OPEN

"Early Flight," a new exhibit gallery that re-creates a 1913 aeronautical exhibition, opens March 26 at the Air and Space Museum. The museum has faithfully re-created an aeronautical exhibition, similar to the ones introduced in large U.S. and European cities during the early years of aviation. The gallery floor is dotted with booths and displays representing the major aircraft companies and aero clubs of the day. Also a notable collection of aircraft is on display. Among the planes is a 1909 Wright Military Flyer, the world's first military airplane; a 1911 Curtiss Model D "Headless Pusher," the type flown by many early barnstormers; a Rinek Voisin, based on the French-built Voisin that was used to train many European aviation pioneers; and a Bleriot XI, similar to the one in which Louis Bleriot made the first airplane crossing of the English



BLERIOT

Channel. Also suspended in the gallery is an original hang glider designed by German aeronautical pioneer Otto Lilienthal in 1884, and Samuel P. Langley's unmanned quarter-scale model of the Aerodrome (1901), the first heavier-than-air craft to fly driven by an internal combustion engine. Besides visiting booths and inspecting aircraft, visitors may also watch rare films of the pilots and planes of the era.

SAFETY COURSES OFFERED

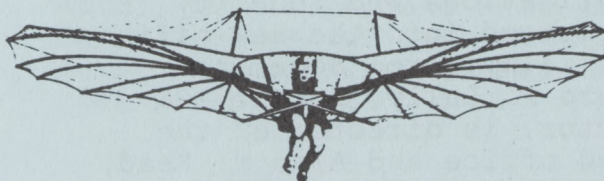
For employees seeking professional competence and advancement in the safety profession, the University of Southern California offers three safety courses in the Washington, D.C. area:

- Investigation of Accidents;
- Management of Accident Prevention Programs; and
- Technical Aspects of Motor Vehicle Safety.

Classes are held in the Crystal City complex in Crystal Plaza Building No. 6 accessible by Metro Subway. Ample free parking is provided in the basement. Classes are March 31 to May 23, 1980, two nights a week, 5:30 to 8:30 p.m. Federal agencies are authorized under the Government Employees Act of 1958 to pay tuition costs and other fees if courses to be taken are related to job or mission requirements, present or future. Registration is now open by mail. For full details and a free information kit, call 521-5025 or 321-7057.

TOASTMISTRESS WELCOME ALL

An introductory Toastmistress meeting will be held at the Trans Point Building, March 25, 1980, 12 Noon - 1 p.m., Conference Room 5302. All interested individuals are welcome. For more information call Delores Greene, 426-2421.



LILIENTHAL

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-13 March 31, 1980

THE NEWS IN BRIEF

FAA and IBM have developed a plan for long-range logistic support of the agency's 9020 computers. Essentially, IBM has agreed to continue manufacturing spare parts for the computers that are currently being used at all 20 domestic en route centers. IBM also has agreed to give the agency advance notice if the manufacture of some parts is to be discontinued. This will enable FAA to stockpile such items while they are still available..... The recent recovery of part of the loot from the 1971 D.B. Cooper caper led to the arrest of a fugitive from justice, but not the elusive Mr. Cooper, unfortunately. The fugitive was the father of the eight-year old boy who found the money on the banks of the Columbia River in the State of Washington. Authorities in Oklahoma spotted the man's photo in the paper and recognized him as a person wanted for allegedly leaving the state with a mortgaged automobile..... On March 19, the Houston en route Center had one of those red-letter-days that seem to come to centers and towers with some regularity these days. On that day, the Center recorded 6,365 operations for a new record busy day. Their previous peak was December 10, 1979, when 6,348 operations were recorded..... (See page 2)

FAA BUYS PROTOTYPE FOR VOICE COMMUNICATIONS SYSTEM

As part of its overall program to modernize the air traffic control communications system, FAA has contracted with Litton Industries' Amecon Division for an engineering model of a digital voice communication switching system for low-density ATC facilities. Called the Small Voice Switching System (SVSS), the equipment will be delivered to NAFEC in the spring of 1981 for test and evaluation. The new-generation equipment will integrate intercom, interphone and air-to-ground radio communications into a single system. It will provide controllers with direct-access panels, giving them instant push-button connections to other controllers with whom they talk frequently. These controllers may be either in the same or at remote facilities. When a controller needs to talk to someone not listed on his direct-access panel, a built-in push-button dial pad will be used. The engineering model being built under the \$475,000 contract will have console positions for six controllers.

NEWS BRIEFS

The New England Region has suspended for six months the certificate of a private pilot who flew his single-engine Aeronca through the arch of a railroad trestle, only 90 feet off the ground. He accomplished the feat before an audience of about 1,000 people and was charged with "operating an aircraft in a reckless manner and endangering the lives of others." The pilot took the suspension in stride, however. "The FAA was easy on me," he said. "They did their job"..... The struggle for sexual equality on airline flight decks reached a new milestone recently when Claudia and Cathy Jones became the first mother and daughter airline-rated pilots in the world. Claudia is a First Officer with Continental Airlines and her step daughter, Cathy, is a Second Officer with Western Airlines. The younger of the flying Joneses is known as "Stretch Eight" to her Western co-workers because she was the eighth woman pilot hired by the airline and met the 5'5" minimum height requirement through a series of stretching exercises that added a half inch to her frame.

TAYLOR STRESSES SAFETY

Deputy Administrator Quentin Taylor alerted corporate aviators to the persistent danger of "controlled flight into terrain" during a speech delivered recently to the 25th Annual Corporate Aviation Safety Seminar of the Flight Safety Foundation. Taylor pointed out that despite the most sophisticated warning systems, despite the great advances in automation, too many airplanes still are being flown into the ground. "Pilots are forgetting

the early survival skills of terrain avoidance," Taylor observed. "In the era before automation and computerization," he pointed out, "many co-pilots spent their 'days off' digesting the features of maps and then hundreds, sometimes thousands of hours, looking out of cockpit windows learning the features of the land." But nowadays, he said, "Low-level navigation, pilotage and dead reckoning... too often are matters for idle discussion rather than practical application." Taylor suggested that the solution is professionalism--"continually honing piloting skills, techniques and flight procedures." He summed up by advising the corporate aviators, "never let up on personal disciplines, for improvement is the key to safety."

FAA TO TIGHTEN BELT

The Administrator has sent a telegram to all regions and centers tightening the reins on spending in order to stay within the bounds of available funds during this inflationary period. Generally, all activity associated with Flight Standards regulatory functions and with the operation and maintenance of the National Airspace System will continue at present levels. Travel and training, for instance, associated with these functions will be allowed, but less essential travel related to regional or Washington headquarters conferences, attendance at seminars, transfers not immediately essential to facility balance and maintaining existing levels of service must be deferred. The telegram also instructed regional and center directors to limit the area of consideration for vacancy announcements in all activities to their own regions or centers whenever possible.

MAKING IT PERFECTLY CLEAR

The agency has proposed to change its regulation governing pilots' use of instrument approach procedures to clarify the visibility requirements. Because over 40 percent of all air carrier accidents occur during the approach and landing phase, FAA says it's particularly important to clarify when pilots may descend below the minimum descent altitude (MDA) or continue below the decision height (DH) point specified on standard instrument approach procedure charts. The rule (FAR 91) now states that pilots can't do either unless the approach threshold, approach lights or "other markings" identifiable with the approach end of the runway are clearly visible. In some instances, pilots have interpreted that phrase to include such landmarks as towers, smoke stacks and buildings. FAA says this can lead them into serious trouble and notes that use of such inadequate visual cues may have been a contributing factor in at least 35 accidents last year. So, the agency proposes to spell out exactly what "other markings" are acceptable--runways, runway lights, approach lights, visual approach slope indicator, and the like. The proposal also would add certain requirements that would have to be met before pilots can take off in weather that limits their visibility, and some rules to improve operational safety under those weather conditions. Copies of the NPRM (80-4) can be obtained from APA-430.

MONTREAL JOBS OPEN

The International Civil Aviation Organization is looking for a Director for its Legal Bureau in Montreal. The job carries a

gross salary of \$54,160 with a tax-free net of \$31,398-\$34,277. There's also a cost-of-living allowance of up to \$6,485, as well as other allowances. Applications are due in API-19 by May 14. ICAO also has an opening in Montreal for a Technical Officer (Training) with a gross salary of \$29,940 and tax-free net of \$20,209-\$21,756 together with various allowances. Applications are due in API-19 by April 10. For further information on both jobs contact Marilyn Fobbs on 202/426-3178.

FAA MAN MISSING

A Department of Energy helicopter carrying Jerold Milton, assistant chief of the Andrews AFB Tower, on an official familiarization flight disappeared March 24 en route from Andrews to Wilmington, Del. A straight line course between these two points would have taken the aircraft over Chesapeake Bay. The only clue to the missing aircraft was an oil slick observed in the bay, 100 yards off-shore, on the first day of an intensive air-sea search. A Coast Guard vessel was dispatched to the scene but found nothing. The search is continuing.

DIRECTIVES CANCELLED

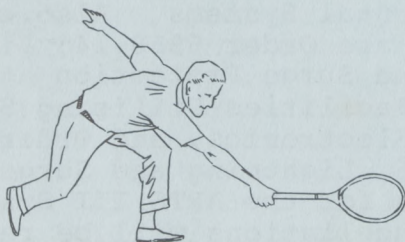
The Airway Facilities Service has cancelled Notice 1052.4, Emergency Building Temperature Restrictions, Because the information in this notice has been included in Order 6970.3, Maintenance of Environmental Systems. Also cancelled are Order 6950.14, Lightning and Surge Protection at FAA Radar Facilities Utilizing Solid State Electronics, and Order 6950.16, Lightning and Surge Protection for the ARTS III System. The cancellations will be reflected in the next FAA directives checklist.

1980 CENSUS DAY IS HERE

The Census Bureau will begin the decennial nose count on April 1 and, if anyone was thinking of sitting this one out, he or she would do well to think again. According to Census Bureau Director Vincent Barabba, "The population count will be the basis for assuring every American equal representation in the House of Representatives, many State legislatures, and in local redistricting. Census findings will also be used to give your community a fair share of more than \$50 billion spent annually through government programs for better police protection, new parks, the nutrition program for the elderly, and the like." So Mr. Barabba says the country is counting on us (no pun intended) to fill out 1980 census form when it arrives in mail boxes on March 28 and then either mail it back or wait for the census taker to pick it up, depending on the instructions. And, of course, all information will be kept strictly confidential.

TENNIS TRYOUTS SCHEDULED

The Department of Transportation Tennis Team is calling for advanced and intermediate players to try out for the 1980 season. Tryouts will be held on Saturdays in April and during the season, which starts in May, just before team matches. To sign up, contact: Mike Miller, FRA, 426-0870; John Parks, OST, 426-3615; or Stu White, USCG, 426-1062.



HISPANIC COMMITTEE TO MEET

The next meeting of the Hispanic Employment Program Committee will be held on April 23 in room 7C at 3 p.m. The purpose of the meeting is to elect a vice-chairperson and a secretary. In addition, the newly elected chairperson, Zeke Lopez, ALG-200, will appoint seven delegates to serve on the Delegate Body. At-Large membership on the HEP Committee is open to all FAA headquarters employees with an interest in the work of the committee and a willingness to serve.

RED ARROWS FEATURED

The public is invited to the meeting of the American Aviation Historical Society on April 24 at 7:30 p.m. at the National Air and Space Museum, Silver Hill facilities. Featured will be a presentation--slides and films--by Wing Commander Ernie Jones on the history of the Red Arrows, the RAF's aerobatic team, world renowned for their precision formation aerobatics. Directions from the beltway: Take Branch Avenue Washington exit, south and turn right on route 458--Iverson Mall, then left at the first traffic light, route 414. The facility is on Route 414, on the right, next to the firehouse.

BARBER CLOSED TEMPORARILY

The second floor barber shop in FOB-10A will be closed from April 2 to April 20 or 25. "Nick" will be going into Montgomery General Hospital for surgery on the 2nd. He wished to tell his friends and customers that he tried to find someone to take his place during his absence but was unsuccessful.

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-14 April 7, 1980

FY 1981 BUDGET CUTS DETAILED SAFETY NOT AFFECTED

As part of President Carter's effort to balance the Federal budget, FAA's proposed operations budget request for FY 1981 will be reduced by \$23 million. This is about one percent of the total funds requested for operations in the next fiscal year. Most of the reductions will be achieved by deferring logistics support, contract maintenance and similar administrative items. There also will be a "slight slowdown in the rate of hiring." Additional savings will be realized by deferring \$50 million in airport-aid funds from FY 1981 to FY 1982 and holding off other grants until late in the fiscal year. No reduction in the budget request for research and development in FY 1981 is anticipated, but contract awards on several programs will be pushed back into late in the fiscal year with a reduction in outlays of \$2 million. The agency also will defer planned construction work on the Dulles Airport access road for a savings of \$7 million. As a result of these actions, total outlays in FY 1981 will be reduced by \$100 million. Transportation Secretary Neil Goldschmidt emphasized that none of the reductions would impact on the operation of the air traffic control and air navigation systems. He noted, for example, (See page 2)

FSS MODERNIZATION PLANS REVISED

Administrator Bond last week proposed a new plan for modernizing the agency's flight service stations. If that sounds familiar, it's not surprising. The agency has been trying for years to modernize its aging FSS system. This time, however, the agency thinks it's got a plan that will work. It calls for automating 61 FSSs and locating them at airports with heavy general aviation activity. This is a major departure from the 1978 master plan which initially would have automated only 43 hubs and considered collocation with the en route centers. Bond said the experiment with the consolidated Washington FSS showed no significant operational or cost advantage to collocation. Besides, he said, it isolates FSSs from general aviation pilots. Moreover, in the past, FSS modernization plans went nowhere mainly because Congress felt that service might suffer if certain FSSs were shut down in favor of a handful of consolidated hubs. Under Bond's plan, therefore, no stations will be closed until the new automated hubs prove they can provide equal or better service than the non-automated facilities. Like the 1978 master plan, the revision will give pilots direct access to the automated hubs (See page 2)

FSS MODERNIZATION (From page 1)

by means of computer terminals and telephones. As many as 59 new buildings may be required under the new plan, because only two existing FSSs can be adapted to accommodate automation and consolidation. Implementing the revised plan will cost an estimated \$495 million over the next eight fiscal years, but, Bond said, "\$1.5 billion can be saved through 1995 by replacing the current labor-intensive system with a fully automated one." According to agency estimates, the existing system would require about 11,500 FSS specialists and an annual cost of \$320 million by 1995 to keep pace with projected traffic. With a fully automated system, however, the current number of specialists will be able to handle the 1995 demand at less than half that cost. Earlier this year, FAA awarded competitive contracts to three companies to design computer systems for the new automated FSS network. This system will allow FSS specialists to call up data from the computers by means of keyboards and have it displayed on TV-like screens at their consoles. Read all about the new FSS Modernization Plan in the April issue of FAA World.

BUDGET (From page 1)

that no cuts are planned in the agency's facilities and equipment program. "In summary," he said, "we have tightened the belt throughout the Department, but we have not lost our shirt. Our safety programs are in no way affected and our priorities are still clear."

DOT FORESEES CONTROLLING AIR TRAFFIC DEMAND

Secretary of Transportation Neil Goldschmidt told the Congressional committee studying new airport and airway legislation Administration that funding levels "will not compromise safety since FAA's comprehensive operational procedures will remain in effect." FAA procedures, he said, provide a high level of safety regardless of the facilities available. He pointed out that FAA "has historically expanded the system to keep pace with air traffic demand." "In the future," the Secretary said, "rather than build to accommodate demand, we would... control demand...consistent with system safety and capacity. "This is a tradeoff we are willing to accept....." According to an FAA official, studies of airspace allocation are expected.

MINORITY FIRMS BOOSTED

DOT has adopted new rules to promote participation by minority and women-owned firms in the Department's financial assistance programs and to deal with the problem of "fronts" that pose as minority-owned firms in order to get in on the action. The rules require most DOT grant recipients, such as airport authorities and transit agencies, to submit affirmative action programs to DOT for approval. The plan must include goals for the use of minority business enterprises (MBEs). To weed out "fronts," minority firms will be required to furnish information on ownership and management which will be used to certify legitimate MBEs. Grant applicants also will be required to compile a directory of area minority and women-owned firms and assist these firms in obtaining, bonding and financing.

VOLCANO CAUSES CONGESTION

A remote and untraversed bit of sky over the Northwest U.S. has suddenly become overcrowded. FAA responded by establishing temporary flight restrictions to keep sightseers from saturating the airspace in the vicinity of the erupting Mount St. Helens. As planes flocked into the area to see the volcanic fireworks, the Seattle Center and the Seattle and Portland Flight Service Stations set up a system which insured an orderly flow of traffic. Only planes on official business or those carrying accredited news persons are being cleared to enter.



DISTRIBUTION CUTS SOUGHT

That flow of directives and other publications that goes directly from the in-basket to the waste basket in many offices may be stemmed somewhat if the Office of Management Systems has its way. AMS notes that limiting distribution of these documents to the need-to-know audience would save the agency about one-third the cost of printing and mailing. So, AMS is asking employees to define the need-to-know audience before writing directives and also to check agency Order 1720.18A, which is the Distribution User's Guide. Problems should be discussed with local distribution representatives or with the Publishing and Graphics Management Branch, AMS-110, in Washington headquarters.

OPM BOOKLETS PUBLISHED

The Office of Personnel Management has published five new booklets to help Federal managers and supervisors do their jobs a little better:

- The Supervisors Guide to Labor Relations in the Federal Government has been updated to include material on the Civil Service Reform Act of 1978.
- Senior Executive Service describes the new Federal Senior Executive Service and explains how candidates can apply.
- Government Affairs Institute describes courses offered by OPM's Government Affairs Institute to meet development needs of executives and managers.
- Executive Development is a four-page flyer on various facets of executive development.
- Executive Development and Senior Executive Service includes remarks by Vice President Walter F. Mondale and top-level OPM officials on the subject of SES. For copies, call Martha Niewenhaus at OPM on (202) 632-4661.

WALK TO RETIRE

After 20 years of executive service with the agency, Northwest Region Director Christian B. Walk will retire May 17. Walk has held the top job in the Northwest Region since it was created in 1971. He began his FAA career in 1960 with Flight Standards in Washington headquarters and then moved on to become Flight Standards Division Chief in the Eastern Region, New York Area Manager and Deputy Director of the Aeronautical Center in Oklahoma City. Before joining the agency, Walk was a Lieutenant Colonel with the U.S. Air Corps, a Delta Airlines captain, a public school teacher and a flight training director.

ROAD OPEN TO COMMUTERS



On April 1 the Department of Transportation opened the Dulles International Airport access highway to rush hour commuters in vehicles carrying four or more persons. Explaining the new policy, Secretary Goldschmidt said, "I'm allowing commuter use of the road to help carry out President Carter's energy conservation program by improving transportation efficiency." Four ramps will be open to four-person or more vehicles on weekdays during the following hours:

- Reston Avenue - 6 to 9 a.m.; 3:30 to 7 p.m.
- Trap Rd. East - 6 to 9 a.m.
- Trap Rd. West - 4 to 7 p.m.

Checking to make sure there are at least four riders in each car will be employees of the Virginia Department of Highways and Transportation. The new policy is scheduled to end Jan. 1, 1985. By that time, DOT estimates that airport traffic will reach a level which will not permit accommodation of commuters.

FA CLUB OPEN FOR BUSINESS

The FA Club has resolved its problems and is now open. The club store has a large supply of radios, stereos, televisions and recorders and is inviting all to come in and browse. Also on hand are graduation cards, wrapping paper and plant supplies. In addition, business cards can be ordered through the club store.

NEW PLAYERS NEEDED

Spring is truly in the air and the women's softball team is getting organized once again. Practice is scheduled to get started on April 19, and the first regular season league game is scheduled for May 1. All FAA women are invited to come out for the team. The coaching staff and last year's players are anxious to see new players. For further information and to register, contact Pam Smith, ext. 68152.

GROUND SCHOOL OFFERED

The FAA Flying Club will conduct a free Private Pilot Ground School on Tuesdays and Thursdays beginning April 29, from 6:30 to 9 p.m. The course is open to anyone interested in obtaining a private pilot certificate, but the class will be limited to 25 students and advanced registration is required. Also students will be required to purchase textbook and individual supplies. For additional information and registration, contact Thomas Williamson, ext. 60986 or Tim Helsing, 546-0987, evenings.

UPDATED ADDRESSES NEEDED

If you have moved recently or find that you are not now receiving FAA WORLD in the mail, your home address is not current in the W-2 income tax file, which is the list used for home mailing of the magazine. To update your home address, request a change in your W-2--not in the FAA WORLD list--at the payroll office, AAA-240, and include your Social Security number.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-15 April 14, 1980

FOSTER MOVES TO ANW; LUFFSEY MOVES UP

Administrator Bond has appointed Charles R. Foster as Director of the Northwest Region, effective May 17 with the retirement of Chris Walk. Replacing Foster as Associate Administrator for Aviation Standards is Walter S. Luffsey, who moves up from the deputy's post. Bond said Foster's appointment was based on his work in implementing the "lead region" concept for the certification of aircraft and aircraft engines. Foster already has been detailed on special assignment for the Administrator to explore the principle of setting up a lead region for the certification of large transport aircraft. Foster has been with DOT/FAA since 1967 when he retired from the Air Force with the rank of colonel. He was given the Aviation Standards job in February 1979. Luffsey is a 23-year FAA veteran, having started his career as an air traffic controller in Norfolk, Va. He has been Foster's right-hand man in Aviation Standards since the post was created last year.

THE NEWS IN BRIEF

FAA has put Orange County, Calif., notice that it will go to court, if necessary, to force equal treatment of airlines wishing to serve John Wayne Airport. (See page 2)

BOND DETAILS LIMITS OF GROWTH FOR AVIATION

Administrator Bond had some sobering thoughts last week for those who think the sky's the limit where the growth and development of civil aviation are concerned. Speaking to the New York Society of Security Analysts, Bond said: "It is becoming more and more doubtful--given the constant erosion of inflation--that we will be able to meet the demands of aviation over the next decade. We may face the necessity of working out some equitable way of allocating airspace use. Certain types of traffic might have (See page 2)

BRODERICK WINS FLEMMING AWARD

FAA's Anthony J. "Tony" Broderick is one of 10 outstanding young Federal employees selected for this year's prestigious Arthur S. Flemming Award. Broderick, who is Technical Advisor to the Associate Administrator for Aviation Standards, was cited specifically for his work during the O'Hare DC-10 accident investigation and for his previous efforts as manager of the High Altitude Pollution Program. A 1964 graduate of St. Bonaventure University, Broderick has been with DOT/FAA since 1971. The awards were presented April 11 at a Washington luncheon which featured an address by Langhorne Bond.

NEWS BRIEFS (From page 1)

In a precedent-setting action, FAA Chief Counsel Clark Onstad told the county's Board of Supervisors that "the county's failure to accord essentially equal treatment to all qualified air carriers cannot be countenanced." Onstad gave the county 30 days to start negotiations with carriers that have filed applications to serve John Wayne Airport and cautioned that, "Failure to do so will warrant our pursuance of contractual, injunctive and civil penalty remedies." ● Pan American World Airways has made a \$52,000 civil penalty payment to FAA for operating one of its 747 aircraft on a series of flights with an erroneous fuel management chart. The agency said use of the chart led to a near-accident last October when the Pan Am 747 was diverted from JFK to Newark Airports. The plane landed with virtually dry tanks and did not even have enough fuel to taxi to its gate position. ● As many as 1,800 air traffic controllers are expected to show up for the annual Professional Air Traffic Controllers Organization (PATCO) convention being held in Las Vegas April 21-25. Highlighting the business-oriented meeting will be the election of a new president and other top officers. John F. Leyden, who served as PATCO President for 10 years, resigned the post effective February 1 and was succeeded by Robert Poli. ● The dedication of NAFEC's new headquarters and laboratory building is set for the last week in May and will feature a number of special events, including the inauguration of a new operational and research heliport at the Atlantic City Airport and the opening of a Visitors Center in the new complex. There also will be static displays of aircraft and flight demonstrations towards the end of the week.

BOND (From page 1)

to be barred on high-density routes and crowded airports-- particularly within the so-called golden triangle area bounded by Chicago, Washington and Boston. Southern California and Florida would also be hard hit. We would be moving into a new era in American aviation, and no one can yet say how it would work out. Should users bid for space and slots? Wouldn't this mean that the rich would outbid the poor? And wouldn't that result in eventual loss of today's healthy diversity of carriers? Should general aviation bid against the air carriers? How could a business jet pay as much as a wide-body to use the skies or to land? Won't rationing of airspace lead to significant reductions in the size of the market for general aviation? And to significantly less business flying? Won't it mean less frequent service for the airline passenger, to a smaller variety of destinations? The questions go on and on--and before too long we'll have to start finding answers. None of the answers will be very satisfactory, but we will have to choose among them, because of the necessary financial constraints in Federal spending required by the fight against inflation."

ICAO SEEKING APPLICANTS

The International Civil Aviation Organization has openings in Montreal for editorial, language, and recruitment officers. Gross salary for these positions is \$23,910, with a tax-free net of \$16,978-\$18,193. Another language officer spot also is open that pays \$29,940 with tax-free net of \$20,209-\$21,756. Applications are due in API-19 by May 1. The contact is Marilyn Fobbs on 202/426-3178.

DF TESTERS ORDERED

The agency has given the Servo Corp. of Hicksville, N.Y., a \$1.2 million contract for 92 VHF Direction Finder Simulator Testers. The test equipment will be delivered to Flight Service Stations this fall along with 100 new DF systems ordered from Servo last year. Use of the simulator testers will permit FSS specialists to become proficient, and remain proficient, in the use of the new DF units without the need for actual aircraft flights. The equipment also has built-in self-test features that will enable FSS specialists to recognize a malfunction in DF units, if one should develop.

NEW T&A ORDER BEING READIED

A new directive (Order 2730.8) showing time and attendance clerks how to fill out the new, larger T&A form is at the printer's and will be distributed in late May. It replaces Order 2730.2A. The new T&A form was developed for the Uniform Payroll System that went into effect the first of the year. Under that system, all employee checks are processed by the Aeronautical Center in Oklahoma City. Previously, Washington headquarters, the regions and the centers each had their own payroll systems.

Last year was one of the best on record for general aviation safety and, so far, 1980 is looking almost as good. Preliminary figures from the Office of Aviation Safety for the first quarter of 1980 show total accidents down from 837 to 747, when compared with the first three months of 1979. Fatal accidents also were down from 141 to 135. The only dark spot was an increase in fatalities from 268 last year to 278 this year.

SOLICITATION CURBS PROPOSED

The agency has proposed rules for National and Dulles Airports that would control the solicitation of funds, distribution of literature and similar activities by religious groups and other non-profit organizations at the two FAA-run facilities. The proposal, for example, would require all solicitors to obtain a permit from the airport operators and would limit the time and place of their activities as well as the number of solicitors. One such limitation would ban all solicitations within 10 feet of congested areas such as ticket counters, baggage claim areas and restrooms. Solicitors also would have to remain at least 10 feet from people waiting in line to reach these facilities. FAA was directed to issue the rules by the Congress in an amendment to the Aviation Safety and Noise Abatement Act of 1979. Over the years, the agency has received numerous complaints from airport patrons and tenants about the activities of solicitors, including fraud, harassment, verbal abuse, intimidation and embarrassment. Deadline for comments is May 12.

APRIL WORLD IN THE MAIL

The April issue of FAA World takes an in-depth look at the new FSS modernization program announced earlier this month by Administrator Bond. The magazine also focuses on the birth of a new airline, an FAA inspector who took a leave of absence to fly for "Wings of Hope" in Central America, a group of former K.C. Center controllers who get together to talk about the "good old days," the bright young Presidential Management Interns, and a new realistic survival training for FAA pilots. There's also Direct Line and Small World.

VISIT THE DOT LIBRARY

Looking for a bargain in these days of double-digit inflation? (Hey, who isn't!) Well, the people who run the nation's libraries think they have one for you. In fact, the theme of National Library Week this year (April 13-19) is "America's Greatest Bargain--the Library." Joining in the observance is the DOT Library on the ninth floor of headquarters. And Chief Dorothy Poehlman thinks it's an opportune time for employees to stop by and reacquaint themselves with the many and varied time-saving research services provided by the staff. For example, all those rows on rows of books and reports and periodicals and other reference works are only the tip of the library iceberg. The facility also has an on-line computer capability that can plug you into a whole world of outside research centers and help you get needed materials in a hurry. So take some time this week to find out what the DOT Library can do to help you do your job a little more efficiently. It could save you a lot of time later on.

CYCLISTS' PERMITS CHANGED

On May 1 and 2, all two-wheeled vehicle parking permits will be changed. Those who currently hold one of these permits should bring it to the parking management office, Room 2322, at that time to be exchanged. Delinquent parking fees due DOT or Monument Parking Company must be paid prior to issuance of the new permit. Beginning May 5, you will not be able to enter a DOT headquarters parking facility without your new authorized permit.

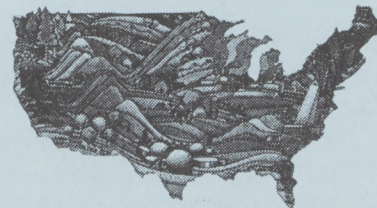
GASOHOL RECOMMENDED

President Carter has decided to increase the use of gasohol in Government vehicles. This means that the operators of those vehicles should fuel up with the gasoline-alcohol mixture whenever it is available. The President pointed out that gasohol is a renewable, home-grown product, and its use will extend the present supply of automotive fuel. Tests show that gasohol has a number of advantages over gasoline, such as: increased miles per gallon, cleaner burning, less air pollution and better engine performance. Vehicle manufacturers indicate that gasohol can be used by 1979 and later model-year vehicles, and its use will not affect factory warranties.

AWARDS AND REWARDS

The Office of Accounting has presented Quality Increase Awards to Nobuku D. Koop and Karen F. Shaw (based on Outstanding Performance Ratings) and to William L. Miller.

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FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-16 April 21, 1980

THE NEWS IN BRIEF

● The National Aviation Facilities Experimental Center has a new name. Effective May 29, with the dedication of the new building complex, it will be called the FAA Technical Center. The new name was selected by the Administrator to better reflect the activities in a more concise manner. ● Notices of proposed rule making for the establishment of Terminal Control Areas (TCAs) at Tampa and Phoenix have been published. The two are among 37 new Group II TCAs that FAA proposes to establish at busy airports around the country. The agency already has adopted a TCA for San Diego and issued a notice for one at Honolulu. ● After severe windstorms swept through the Anchorage area earlier this month, the agency carried out an intensive checkup program at local airports to help aircraft owners spot storm damage and to repair it before further flight. Joining FAA inspectors at the aircraft examination clinics were volunteers from the Alaska-Aviation Safety Group and the Ninety-Nines women pilots organization. No estimate is available on the amount of aircraft damage but insurance adjusters say total property damage claims resulting from the April 1 storm will top \$25 million. (See page 2)

NEW RADAR SIMULATOR LABS READY FOR STUDENTS

Beginning this month, new controller hires in the terminal and en route options will receive radar training as part of their initial instruction at the FAA Academy in Oklahoma City. The new, multi-million dollar Radar Training Facility has been conditionally accepted from the manufacturer and is ready for use. The first prototype classes are scheduled to begin April 23 for terminal controllers and May 29 for en route controllers. The radar displays in the facility's labs are identical to those used in the field to control live air traffic. In addition to providing a realistic simulation of actual operations, the facility has an "instant replay" capability. Instructors are able to freeze a problem at any time--stopping the action in midair. Then they can back the problem up and either replay it or restart it. The simulation equipment that performs these wonders was developed under contract by Logicon of San Diego. A new building was constructed at the Academy especially to house the two en route and two terminal labs that are crammed full of the simulators.

NEWS BRIEFS (From page 1)

● The agency has issued recommended VFR flight procedures for the Niagara Falls area because of the high concentration of sight-seeing flights in the area. For example, FAA said planes should follow a right-hand circuit, flying up the Niagara River on the U.S. side and down river on the Canadian side. ● Whether ranked by total passengers or total aircraft movements, Chicago O'Hare remained the world's busiest airport in 1979 with nearly 48 million passengers and 735,245 operations. Atlanta Hartsfield was second in total passengers, according to the Airport Operators Council International, followed by Los Angeles, London Heathrow, New York's JFK, San Francisco, Dallas/Fort Worth, Denver, Miami and New York's LaGuardia. Ranked by total aircraft movements, Santa Ana (Calif.) was second, followed by Atlanta, Los Angeles and Denver. ● "The long term prospects for supersonic transports are significant and real," the Office of Technology Assessment (OTA) reports. However, the OTA report notes that the present level of Federal support is not sufficient to maintain the U.S. option. It recommends that the country get itself at least into a position of "technology readiness." ● FAA is switching from annual registration of aircraft to a triennial system effective April 30. The new three-year registration cycle will ease the paperwork burden on pilots but still keep data in the Aircraft Registry current "to the extent practicable." The triennial registration form will be mailed to aircraft owners every 36 months and solicit such information as the make, model, serial number and "N" number of the aircraft.

BOTH ENGINES OUT...

When a twin engine aircraft loses both engines, what you end up with is a very heavy glider with a high rate of sink. Moreover, when this happens in solid IFR weather, you don't just have a problem anymore; you have a crisis. That was the situation that confronted Oakland Center controllers Gregory Snyder and Michael Haggerty recently, and their handling of the emergency was described in the facility chief's report: "Mr. Haggerty immediately started getting local updated weather information to Mr. Snyder. Mr. Snyder, meanwhile, made the decision to vector the aircraft to Red Bluff and plan a spiral descent over the field with the hope it would be possible to make a power-off landing at Red Bluff. Mr. Snyder gave the aircraft precise vectors that placed it over Red Bluff and then, through a series of well planned turns, managed to position it in such a way that when the aircraft descended below the overcast, it was able to successfully complete a power-off landing at Red Bluff... At one point, the pilot seemed to be on the verge of giving up hope, but Mr. Snyder continued to give him reassurance and precise information on his position relative to the airport. When the aircraft broke out of the overcast at approximately 700 feet, the pilot stated, 'Center, we're right over the numbers, we're going to make it.' A few long minutes later, the pilot called again and stated, 'We're on the ground at Red Bluff, thanks a lot, center.'" There were a total of 216 flight assists in the ATC system in March. This was one of them.

PWC OPENS DOORS TO MEN

Professional Women Controllers, Inc., decided at its annual meeting this month to broaden the base of its membership by including all air traffic controllers in good standing. Besides opening the door to males, this allows military and international controllers to join the organization. In addition to changing the by-laws, the 100-plus women attending the meeting in San Francisco, April 7-11, elected a new slate of officers and a cadre of regional representatives. Sue Spina of the Baltimore Tower was elected president for a second year. Kate Beebe, Milwaukee Tower, was elected vice president. Gwen Sawyer, an FAA Academy instructor, was chosen secretary and Barbara Williams, Cleveland Center, treasurer. Regional representatives were elected for all regions except the Pacific. Pacific reps will be appointed in the near future.

SPRING FORWARD

It's time once again to "spring forward" into "fast time." People who want to remain in step with the rest of the country should set their clocks ahead one hour at 2 a.m., Sunday, April 27--or they can do it before they hit the sack. Employees whose shift is shortened by the time change will be paid for seven hours or, where provided for in union contracts, they can elect to work an extra hour at the end of the shift in order to get a full day's pay. Those doing this will not be paid the night differential for the extra hour, however. Daylight Saving Time will be observed everywhere in the U.S. except Arizona, Hawaii, Puerto Rico, Virgin Islands, American Samoa and that portion of Indiana within the Eastern Time Zone.

ARTSIII-A TESTED AT TAMPA

The agency was scheduled to resume the operational evaluation of the ARTS III-A, including its computer-generated digital radar displays, in Tampa, April 28. The evaluation was discontinued earlier this year because of system hardware and computer software problems. These now have been identified and corrected. The evaluation program will be a four-phase effort involving a special team of controllers, supervisors, managers and support personnel. First, there will be a side-by-side comparison of the digital display with the normal radar display. Next, controllers will use only the digital display with the regular radar displays in a back-up role. Finally, the evaluation will be expanded to include, first, the remote tower cab digital display at the Sarasota Airport and, then, the tower cab display at Tampa. The evaluation is scheduled to run for eight weeks. However, the study team will evaluate the results of each phase before progressing to the next. If the results are not satisfactory, or problems develop, the evaluation will be suspended.

SERIES EE BONDS HERE

All employee payroll deductions for Series E bonds were converted to Series EE bonds on April 6. Employees should receive the final issuance of Series E bonds during the week of April 13. The EE series bonds pay 7 percent when held to maturity, and maturity is 11 years.

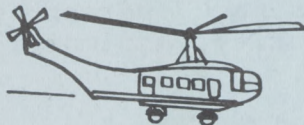
FLEXITIME CATCHING ON

Flexitime seems to have caught on in FOB-10A. According to a survey conducted by INTERCOM slightly more than one-third of headquarters employees are on flexitime schedules. Although overall results are yet to be determined, flexitime seems to have had a positive effect on the 5 p.m. traffic situation. Drivers report that the numbers of autos in the "B" level garage at that hour is down 30 to 35 percent.



COPTER SEARCH SUSPENDED

The search for the helicopter, carrying Gerald Milton, team supervisor in the Andrews AFB Tower, which disappeared on March 24 was suspended by the Civil Air Patrol on April 5. Although CAP flew 127 search sorties, they were not able to locate the aircraft which disappeared in the vicinity of Chesapeake Bay on a hop from Andrews to Wilmington, Del. However, residents in the Chester River area have found a pilot's checklist, a crash helmet and a fiberglass panel carrying part of the copter's registration number.



GLOBAL TECHNOLOGY MEETING SET

The American Institute of Aeronautics and Astronautics will hold their annual meeting, "Global Technology 2000," at the Baltimore Convention Center May 6, 7 and 8. The 15 sessions scheduled include: May 6, Plenary Session, Space Science, Energy Systems 1, Very Large Vehicles, Lighter-Than-Air Technology, Future Flight Systems, Missile Systems and Technology, Panel: Orbital Systems 2000, Communications Systems 1; May 7, Space Applications, Panel: Air Transportation, Energy Systems: Terrestrial Power, Economics and Atmospheric and Space Sciences 1. Displays at the meeting are by companies from Aerospatiale to Westinghouse. As a gasoline-saving measure, FAA will join NASA and other government agencies in "ride-sharing" to Baltimore; AIAA will provide the buses; there will be no cost to riders. For more info about buses, call 296-3074.

SAFETY PROGRAM COMING

An aviation education program on NASA research on general aviation aircraft safety will be presented on May 6, in the third floor auditorium from 9:30 a.m. to 11:30 a.m. Calvin Pitts and Cliff Crabes, Aviation Safety Specialists from NASA Ames, will present topics such as crash-worthiness, stall/spin research, new airfoil designs, flutter, human engineering in the cockpit, and effects of icing on general aviation aircraft. The program will be divided into General Aviation Safety at 9:30 a.m. and Icing at 10:45 a.m.

FOR INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-17 April 28, 1980

THE NEWS IN BRIEF

The autobiography of Jack Jefford, who was an Alaskan bush pilot and chief pilot for the Alaskan Region for many years, has been purchased by the publishing firm of Rand McNally. Jefford completed his memoirs in collaboration with Alaskan Region Public Affairs Officer Clifford Cernick shortly before his death last year. Publication is scheduled for the fall of 1980. The no-tie look will be in vogue again this summer, and the Administrator may even sport his guayabera shirt again because President Carter has extended the restriction on heating and air conditioning. The rule limiting air conditioning to 78 degrees in summer and (Continued on page 2)

POLI GETS TOP PATCO POST

Robert Poli was elected April 24 to a three-year term as PATCO President, a job he's held on an interim basis since February 1. A former controller at the Cleveland Center, Poli has been a national PATCO officer since 1972 and was Executive V.P. before moving up to the top job. The new Executive V.P. is Roger Meyer, who worked at the Minneapolis Center before he became PATCO's Great Lakes Regional Vice President in 1970.

DABS PROGRAM PASSES MAJOR MILESTONE

A major milestone has been passed in the Discrete Address Beacon System (DABS) program. The technical data package, has been handed off from the System Research and Development Service to the Airway Facilities Service. The package represents nearly ten years of research and development activity, including a full-scale test effort now underway at NAFEC. Essentially DABS is an upgraded version of our present radar beacon system. It is capable of interrogating and getting replies individually from DABS equipped airplanes and from all other beacon equipped planes within its zone of coverage. Today's beacon can only perform the second function. This will eliminate the problem of continually overlapping responses from two or more aircraft in the same general area. It also provides the digital communications link necessary to support advanced air traffic control automation and the new Automatic Traffic Advisory and Resolution Service (ATARS). ATARS is a pilot-oriented, ground-based collision system that is being tested along with DABS at NAFEC. It provides traffic information and issues advisories to resolve near mid-air collisions. (Continued on page 2)

BRIEFS (From page 1)

heating to 65 in the winter was to expire this month, but it was extended to January 1981. •The first Panamanian citizen to qualify on a controller position in the Balboa Center/Approach Control facility (CERAP) is Ricardo Jensen. He qualified on the non-radar control position ('D' Side) in less than 12 months after entering on duty without any prior job-related experience. The transfer of the CERAP to Panama is expected to be completed in about four years.

•A Florida court has decided in FAA's favor in a 1973 accident at Eufala, Ala., involving an instrument-rated pilot who crashed after running out of fuel. The pilot survived the accident and later sued the agency over the ATC handling of his flight. But the U.S. District Court of the Middle District of Florida ruled that there was proper coordination by controllers at the Columbus, Ga., tower and the Atlanta Center in dealing with the emergency. The court found that even though there was an unpublished airport near the aircraft, of which the terminal controller was aware, the controller would have been unable to direct the plane to the landing strip. •AM WEATHER, the FAA/industry sponsored program aimed at the general aviation pilot, now is carried on 227 television stations of the Public Broadcasting System. Among the biggies added to the program hook-up in the past year were KCET in Los Angeles and WGBH in Boston. The only major market areas (as they say in TV-land) still not in the loop are New York City and Washington, D.C.

DABS (From page 1)

DABS is designed to be compatible with the current ATC radar beacon system and thus can be implemented in an evolutionary manner over an extended period.

U.S. STILL NUMBER ONE

FAA and the U.S. airlines must be doing something right after all. An MIT research team recently compared the domestic fatality rates of 18 U.S. carriers with those of 40 international carriers and concluded that people are much safer flying with the Stars 'n Stripes. In fact, the study gave airlines from "Westernized" countries significantly higher safety marks than those awarded to airlines from other parts of the globe. For example, it noted that small carriers based in Latin American, Eastern Europe and the Mideast "are three times as dangerous" as the big U.S. domestic carriers. It said frequent air travelers should have no trouble choosing between a U.S. airline, which averages one fatal crash with no survivors in 500,000 flights, against a small international carrier, which averages one in 200,000 flights.

LARGEST FIRE TEST LAB BUILT

The building exterior of the government's largest fully-enclosed fire test laboratory has been completed at NAFEC. The building will be put to use as soon as all test equipment is installed, sometime this fall. When the lab is fully operational, it will give FAA technicians an enclosed place to simulate fires in planes as large as jumbo jets. This will accelerate research efforts to reduce fire-related deaths—the major cause of fatalities in survivable aircraft accidents.



LAST CONFLICT ALERT ON LINE

The ARTS III conflict-alert program was wrapped up last week when the Los Angeles Tower commissioned their dual beacon system. Los Angeles was the last site to go operational with conflict alert. Houston, which went on line in January 1978, was the first to commission the equipment. Conflict alert is an ARTS III add-on system that warns controllers when aircraft are on converging courses in busy airport terminal areas. The ARTS III computer predicts the tracks of aircraft equipped with altitude-reporting equipment and then searches for conflicts that might occur in the next 40 seconds. When it finds one, it activates a buzzer, the same as used by the Minimum Safe Altitude Warning System, and flashes the letters "CA" on the radar display. These letters appear just above the data blocks of the planes involved, and the identification numbers of these planes also appear in a tabular list on the side of the screen.

BACK-UP EQUIPMENT SAVES DAY

Air traffic control service along the Mexican border went on without interruption recently after fire destroyed part of a remote communications facility on Mount Franklin that serves both the El Paso tower and Albuquerque en route center. Ten RCAG frequencies at the Albuquerque Center were lost, but all required air traffic communications were maintained by the Back-up Emergency Communications System. Similarly, the El Paso tower used a variety of back-up equipment to minimize the impact and keep traffic moving. Meanwhile, personnel from the El Paso Airway Facilities Sector and Mountain Bell Telephone Company worked around the clock to restore full service. After 27 hours and 38 minutes, the job was completed.

PILOT ERROR CAUSED CRASH

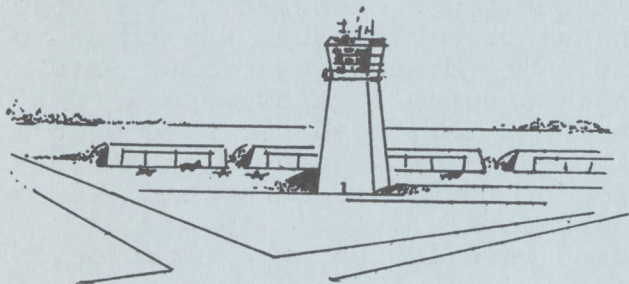
The pilot's failure to maintain airspeed caused the August 2, 1979, crash of the Cessna Citation flown by baseball star Thurman Munson, the National Transportation Safety Board has reported. The all-star New York Yankee catcher was practicing touch-and-go landings when his plane crashed about 870 feet short of the runway at Akron-Canton Airport. Two passengers escaped from the burning aircraft, but they were unable to extricate Munson from the wreckage, and he died from the effects of the fire. Officially, the probable cause was listed as "the pilot's failure to recognize the need for, and to take action to maintain, sufficient airspeed to prevent a stall during an attempted landing." The Board also cited the fact the landing was made "inadvertently without flaps extended." The vote on the probable cause was three to one. The dissenting member said that Munson's lack of experience in the Citation should have been cited as a causal factor. At the time of the accident, he had 516 hours total flying time, 33 of which were logged in a Citation.

KINGS REPLACE QUEENS

The agency has accepted delivery of two of five Beechcraft King Air C-90s. The pressurized, twin turboprop planes will be used for evaluation, currency and transportation, replacing unpressurized, piston engine Queen Air 80s. One of the new 256-mph planes will be based in Kansas City and the other in Fort Worth. Delivery of the remaining three aircraft to the Great Lakes, Rocky Mountain and Southern Regions is expected in May, June and July.

LEARN ABOUT CANCER AT DCA HEALTH UNIT

April is cancer education/prevention month. All Washington area employees are invited to stop at the Washington National Airport First Aid/Health Unit to discuss any cancer concern they may have. Hundreds of new brochures are available. They present new facts on over 200 different types of cancer. Also nurses at the unit will have "Betsy" available April 28, 29 and 30 to demonstrate and teach breast self examination to women. Cancer starting in the breast is still the foremost cause of cancer death among American women. Proper techniques in detection can be easily taught and practiced on "Betsy." The unit's slogan is: "A few minutes now could save your life."

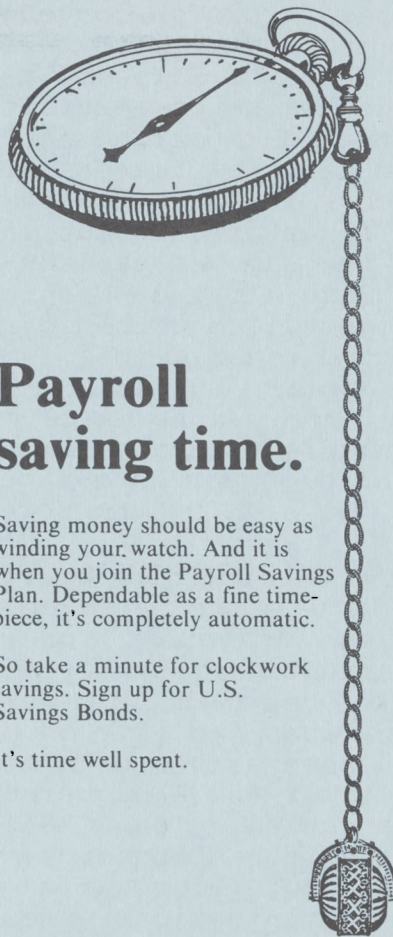


AWARDS AND REWARDS

The Office of Flight Operations has presented Special Achievement awards to Patricia C. Reed, Richard L. Collie, Mary Ann Guntow, Homer C. McClure, Virginia S. Hoover, George B. Havens, David W. Kress, Richard J. Levendoski, John H. Hudson, Francis J. Taylor, Frank O. Milzman, Robert T. Winters, Mary Lou Torrance, Betty A. Russell, Roger G. Knight and Huard H. Norton. In addition, the Office has presented Quality Increases to B. Mike Shaw, Eiler C. Heyn, Katherine Zizzi, M. Denise King and Janice E. Cobb.

CRIME PREVENTION PROGRAM

OST Security Office in cooperation with the D.C. Metropolitan Police Department will present the annual "Crime Prevention Program" on April 30, at 10 a.m. in Conference Room 5 ABC, FOB-10A. The Security Office reminds all employees that "An Ounce of Prevention is worth a Pound of Cure."



Payroll saving time.

Saving money should be easy as winding your watch. And it is when you join the Payroll Savings Plan. Dependable as a fine time-piece, it's completely automatic.

So take a minute for clockwork savings. Sign up for U.S. Savings Bonds.

It's time well spent.

The TIME for the annual savings Bond campaign is almost here. FAA's campaign this year will be held from May 1 to 31. The goal of the campaign will be to make every employee fully aware of the Savings Bond Program and the benefits of participating in the program. Details on campaign highlights will be in next week's INTERCOM.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-18 May 5, 1980

THE NEWS IN BRIEF

● Those games people play on airliners--the ones that promise free trips to Hawaii, Acapulco and other exotic places--will count no winners among the ranks of Federal employees travelling at the taxpayers' expense. The Office of Accounting has reminded all FAAers that promotional materials received on official travel are the property of Uncle Sam, and should be turned in to the agency along with travel vouchers or in accordance with other established procedures. That won't work much of a hardship on the losers in these airline games but, oh boy, think of the soul-searching that will go on among those who would have been winners. ● FAA isn't the only government agency cracking down on air safety violators. The Swiss Federal Civil Aviation Bureau recently levied a \$11,500 fine against a Swiss engineer named Marco Broggi who flew a motorized hang glider over the Alps. A spokesman for the Aviation Bureau justified the stiff fine by noting: "If we did not take adequate preventive measures, the air will be full of pilots like Mr. Broggi." ● The agency has told the Raisbeck Group of Battle that it wants \$250,000 in civil penalties for numerous violations (See page 2)

TOP FLIGHT STANDARDS FIELD OFFICE PICKED

The Columbus, Ohio, General Aviation District Office (GADO) has been selected as this year's winner of the Flight Standards Field Office Award for outstanding performance in conducting Aviation Standards safety programs. Specifically, the Columbus GADO was cited for a strong accident prevention program, which resulted in a low accident rate in 1979. Whereas the national goal is a five percent reduction in accidents over the previous year, the Columbus GADO achieved a 16 percent reduction. The office also was cited for its team effort, dedication and efficiency in serving the aviation public. For example, by designating five non-FAA persons as FAA written test examiners, the GADO saved 1.5 person-months of technical and 6 person-months of administrative time. Selection for the award was made by a panel of Washington officials representing various technical specialties. A plaque and certificate will be presented to the GADO during ceremonies in the near future. Runners up for the national honor included:

- Alaskan Region - Anchorage GADO;
- Flight Standards National Field Office - Battle Creek, Mich., FIFO; (See page 2)

NEWS BRIEFS (From page 1)

of FAA regulations in the manufacture and installation of modification kits on business jets. Earlier this year, the agency pulled Raisbeck's Aircraft Repair Station Certificate for shoddy workmanship in the modification of 23 Sabers. The Sabers also were grounded temporarily until they could be put back into airworthy condition.

TOP FLIGHT STANDARDS (From page 1)

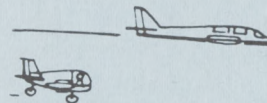
- Eastern Region - Teterboro N.J., EMDO;
- Southern Region - Miami TAT;
- Southwest Region - Dallas/Fort Worth, ACDO; and
- Northwest Region - Airframe Field Section.

A LIFE IS SAVED

The quick and decisive reactions of three FSS specialists in the Concord, N.H., Flight Service Station saved the life of an LA-4 amphibian pilot who crashed in Lake Winnepesaukee April 22. Roger Demaris was on the radio when a pilot called in to report the crash. While Demaris pinpointed the crash site, Dave Bates and Bob Hargraves alerted the Guilford, N.H., rescue boat and "Hangar One," a Laconia, N.H., base for amphibious aircraft. The rescue boat responded immediately and a Lake amphibian took off to guide it to the sinking plane. This teamwork enabled the boat crew to yank the exhausted pilot from the frigid water just before he went down for the last time. He was taken to the Laconia Hospital and rushed to the intensive care unit. Doctors said the pilot would have died if he had been in the water one minute longer.

FLAMMABILITY PROBED

The agency is trying to determine if airline flight attendants and other crewmembers can be chic as well as safe. At issue is the matter of flammability standards for the uniforms worn by these crewmembers. To get answers to some key questions about possible rules in this area, the agency will hold a public meeting in Washington, May 28 and 29. The agency wants to know what crewmembers should wear special uniforms; what fabrics should be used and how much time heat- and flame-resistant uniforms would give crewmembers.

**TCA EFFECT STUDIED**

An FAA study team is taking a "before and after" look at air traffic flow in the San Diego area to measure the effect of the new Terminal Control Area (TCA) that goes into effect May 15. Specialists from NAFEC and the Western Region have joined Washington headquarters personnel on the study team that started collecting data on Lindbergh Field and nearby airports on April 26. This "before" phase of the study will run for two weeks and the result will provide a data base for comparison purposes once the TCA goes into effect. In early July, the team will return to San Diego to begin the second phase of the study. When the study is completed, the agency will know exactly what effect the TCA is having at San Diego and whether any modifications are required. Also, FAA will have devised a method to evaluate the effect of TCAs in other areas.

U.S. TO BACK AIRLINES

Secretary Goldschmidt has promised that the government will wage a stronger fight for the rights of U.S. airlines in future international aviation agreements.

Speaking to the International Aviation Club in Washington, Goldschmidt said the elimination of unfair practices would be a requirement for nations that seek increased traffic rights to the United States. He specified some of the practices to which the United States had objections, including restrictions on ground-handling at foreign ports, restrictions on passenger ticketing and unreasonable airport and airway user charges. In addition, Goldschmidt said the government was completing a study of fuel prices and availability for U.S. airlines at foreign airports and would meet later this month with foreign governments, the International Civil Aviation Organization and the International Air Transport Association to discuss possible ways to increase fuel conservation and availability.

MISSING CREW FOUND

The body of Gerald R. Milton, team supervisor at the Andrews AFB Tower, was washed ashore recently near the Chesapeake Bay Bridge. Milton was taking a FAM flight in a helicopter that disappeared March 24 in the vicinity of Chesapeake Bay while on a flight from Andrews to Wilmington, Del. The body of the pilot also was found but the Hughes 500 turbine-powered 'copter was never located, despite a major search mounted by the Civil Air Patrol, Coast Guard and state police.



PRESIDENT CITES DOT/FAA

President Carter has congratulated the Department of Transportation for its successful energy conservation program. In a memo to Secretary Goldschmidt, the President said, "Your department has exceeded (its) goals. . . I want to express my personal appreciation for your efforts and encourage you to continue this achievement in the future." FAA has been a pacesetter within the department in energy conservation. The agency has consistently kept energy consumption lower than the Fiscal Year 1975 base year despite a substantial increase in the number of facilities since that time. For instance, in Fiscal Year 1979 FAA consumed nearly 10 percent fewer BTUs than in 1975.

AGENCY SEEKS TOP TALENT

The agency has opened its drive to recruit the best possible engineering talent to help maintain its technical competence in the aircraft certification process. Job announcements for 10 positions at the GS-14/15 level in the new National Resource Specialist Program have been distributed throughout the agency and to various elements of the aviation industry. Most of the positions are for Aerospace Engineers in such areas as fuel systems, propeller design, noise certification and crash dynamics. The program is being established in conjunction with the new Lead Region Program to insure that FAA has a cadre of highly competent technical experts who can be used where their expertise is most needed at any particular time. Additional positions are expected to be filled in the future.

BOND KICKOFF SET

The Washington headquarters Savings Bond kick-off program will be held in FOB-10A auditorium on May 7 at 10 a.m. H. L. Reighard, M.D., Federal Air Surgeon, has been designated chairman of this year's Savings Bond Campaign and will serve as master of ceremonies for the program. A film, "A Real Classic," starring Shirley Jones will be presented. The campaign will be conducted from May 7 thru 31. During that time a "key person" in each office will contact each employee to make this the best FAA Bond Drive ever.

AT LONG, LONG LAST

For years INTERCOM has been reporting that a Park is being made of the weed-infested, mini-dust bowl behind FOB-10A. Now, at last, something is being done. According to the contractor doing the work, the plot will be transformed into a picnic area. It will be complete with macadam walks, put where people want to walk and, as INTERCOM once predicted, fountains. But, alas, the fountains will not be the scenic kind, but rather fountains to drink from, which, indeed, is appropriate for a picnic area. The grading and pipe laying should be finished in a couple of weeks, then the Parks Department will sod the area. All in all, FAAers still have a little time to pack their lunches.

AWARDS AND REWARDS

The Office of Public Affairs has presented a Special Achievement Award to Edison Gore and Quality Within-Grade Awards to Linda Boyer and Tina Mallory.

SRDS KEY POSITIONS CONFIRMED

Robert W. Wedan, who was acting director of System Research and Development Service, has been confirmed as director. At the same time, Martin T. Pozesky, who had been acting deputy director, is now deputy director. Also Jack Edwards, previously chief of Systems Test and Evaluation Division at NAFEC is now chief of the Navigation and Landing Division at headquarters.

CUBANA COMING TO DULLES

On May 7 Cubana Airline charter service from Havana to Dulles will begin. FAA's Air Transportation Security Field Office and Metropolitan Washington Airports are working to assure security measures for the series of flights that are planned.

TFCU CHARGING FOR CHECKS

In an effort to save money and pay higher dividends, the Transportation Federal Credit Union is reducing or eliminating some services not used by most members. As of May 1, the Credit Union will charge \$1 to cash checks unless the cashier has \$500 or more in credit union accounts or is making a deposit or loan payment of \$5 or more.

FESTIVAL SCHEDULED

An Asian/Pacific American Heritage Week festival is scheduled for 11 a.m., May 10 at the Sylvan Theater, near the Washington Monument. Food, exhibits, music and dancing will be available. The heritage week runs from May 7 to 14. Rain date for the festival is May 11.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-19 May 12, 1980

THE NEWS IN BRIEF

● Al Jokela, Western Region, Flight Standards Division, is recovering from the broken leg he suffered when a McDonnell Douglas DC-9/80 he was on as an observer made a very hard landing during a FAA certification flight at Edwards AFB, Calif. Although the plane was badly damaged, company spokesmen say the accident will not delay the scheduled August 1980 certification of the new stretched DC-9 version.

● Three more Air Route Surveillance Radars (ARSR-3s) have been commissioned since the beginning of the year. They are located at Binns Hall, Va., Lincolnton, Ga., and Fossil, Ore. With the addition of these units, 9 of the 23 new long-range ARSR-3s are in operation. ● Memories of the nation's bicentennial will be stirred when the "Tall Ships" visit Boston May 29-June 4 to help the city celebrate its 350th anniversary. FAA already has issued special flight rules for the six days the flotilla will be in Boston harbor, to keep rubbernecking pilots from creating a safety hazard. For example, the agency has restricted all traffic within an eight-mile radius of Logan Airport from the surface up to 2,500 feet. (See page 2)

NEW CONTROLLERS HEALTH PROGRAM ON THE WAY

A revised health program for controllers being readied at headquarters will make it easier for controllers to stay on the job. The new order, which replaces an order issued in 1965, will be explicitly supportive of controllers' health. The order sets new emphasis on medical standards and procedures for retaining controllers and, most importantly, helping them to remain fit on the job. It also demonstrates clearly that no one with health problems should be afraid to seek help. The purpose of the revised program is spelled out in the foreword to the new order. This states that the program is being updated to "help every controller stay in good health, to maximize the productive working life of ATCSs, and to maintain a safe and efficient air traffic system."

CHANGES MADE IN ATS

Richard L. Failor is leaving his job as Director of the Air Traffic Service at his own request to return to his old post as Air Traffic Division Chief in the Southwest Region. Raymond Van Vuren will move up from the ATS Deputy's job to replace him, and he, in turn, will be succeeded by Ray Alvarez, the current AT Division Chief in Southwest.

NEWS BRIEFS (From page 1)

- Howard Hughes' Summa Corp. has given promoters in San Diego and Long Beach until May 21 to come up with the money to exhibit the huge, eight-engine flying boat known as the "Spruce Goose." If not, Summa plans to donate the plane to the Smithsonian, which, in turn, plans to cut it up into eight sections with each going to a different museum. Designed to carry 700 troops, the Spruce Goose flew only once, in 1947, and has been in storage since 1954.
- FAA has suspended the type certificate of the Robinson R-22, a light, two-seat helicopter used mainly for training, following an accident on May 3 in which two persons were killed. The accident, which occurred 20 miles south of Los Angeles, is believed to have resulted from structural failure of the aircraft's main rotor blades because of separation of the aluminum skin from the main spar and honeycomb core. The agency had previously issued an airworthiness directive calling for daily inspections of the main rotor blades to detect possible separation. The emergency suspension will remain in effect until it is determined that the R-22 meets all FAA requirements for safety of design and structural integrity.

FAA GOES TO BAT FOR CONTROLLERS

FAA participated last month on the side of a controller in a hearing before the Merit Systems Protection Board concerning time-in-grade requirements. FAA stated, in support of controller Richard Knowlden, that Knowlden had met all the requirements for promotion to GS-14 and was, in fact, doing GS-14 work but could not be promoted because of the Office of Personnel Management's time-in-grade requirements. The agency contended that these requirements are unjustified and the efficient operation of the air traffic control system requires that they be discontinued.

ATC OVERTIME TO BE REVIEWED

At the request of the Administrator, Air Traffic Service is conducting an indepth review of overtime at all ATC facilities. Goals of the review are to ensure that there are no inordinate imbalances between facilities in the amounts of overtime required, to reduce the resulting inconvenience to employees at those facilities where imbalances exist, and to save money. Key points in the planned review include: reviewing FY '80 planned overtime usage; establishing a monitoring system to ensure effective overtime management; adjusting position levels between facilities to reduce high overtime demand as appropriate; and combining or eliminating positions and sectors during low activity periods. Air Traffic officials expect the review to be completed sometime this summer.



**Buy Savings
U.S. Bonds**

CONTROLLER FIRED FOR DRUG USE

An air traffic controller may be fired for possession of cocaine off the job, an official of the Merit Systems Protection Board has ruled. The case involved a controller who entered a guilty plea to possession of two grams of cocaine and was discharged by the FAA. He argued that his offense--a misdemeanor--"was not job-related and will have no effect on his performance as an Air Traffic Controller." But the Atlanta field office of the Merit Systems Protection Board disagreed, saying: "In his capacity as an Air Traffic Controller, he is responsible for issuing instructions to pilots for the purpose of controlling the arrival and departure of aircraft at the Miami Airport based upon his assessment of the current traffic situation as reflected by a radar screen and from radio transmissions from the pilots of the aircraft involved. Such instructions frequently necessitate split-second decisions which are critical to the personal safety and lives of thousands of airline passengers which daily arrive and depart that airport... Obviously, the use of drugs by an incumbent of that position would be totally incompatible with the responsibilities imposed on an Air Traffic Control specialist. Accordingly, I find that the appellant's removal based on his off-duty conduct and possession of two grams of cocaine for his personal use is for such cause as will promote the efficiency of the service... The removal action is affirmed." This initial decision becomes final May 23, unless a petition for review is filed with the Merit Systems Protection Board, or unless the Board itself moves to reopen the case.

SUGGESTER OF YEAR NAMED

Naomi C. Voltz, a program analyst in the Airway Facilities Division of the Alaskan Region, has been named FAA's Suggester of the Year for 1979. Voltz received a cash award of \$1,260 for suggesting that fuel for various Alaskan facilities be shipped by barge in conjunction with USAF project "cool barge" rather than be purchased commercially and transported by air. The suggestion resulted in a first-year savings to the government of \$158,869. In addition to the cash award, Voltz will receive an engraved plaque and a letter from the Administrator for making the suggestion of the year. Alaskan Regional Director Robert Faith will present the plaque during ceremonies to be held at the regional headquarters.

JOB OPEN IN MONTREAL

The International Civil Aviation Organization (ICAO) has a two-year language officer (interpreter/translator) job open in Montreal. The job pays \$23,910 gross with a tax-free net of \$16,978-\$18,193. Also included are various allowances. Applications are due in API-19 by June 12. For further information, contact Marilyn Fobbs on 202/426-3178.



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SAFETY COURSES OFFERED

For employees seeking professional competence and advancement in the safety profession, the University of Southern California offers three safety courses in the Washington, D.C. area:

- Human Factors in Accident Causation;
- Legal Aspects in Safety; and
- Environmental Safety.

Classes are now held in the Crystal City complex in Crystal Plaza Building No. 6, accessible by Metro Subway. Ample free parking provided in the basement. Classes run May 27 to July 10, 1980, two nights a week, 5:30 - 8:30 p.m. These courses are part of the prestigious USC Master of Science in Safety degree program. However, individuals seeking professional upgrading to broaden their safety knowledge may enroll as non-degree students. Federal agencies are authorized under the Government Employees Act of 1958 to pay tuition costs and other fees if courses to be taken are related to job or mission requirements, present or future. Registration is now open by mail. For full details and a free information kit, call 521-5025 or 321-7057.

UPDATE HOME ADDRESS

If you have moved recently or find that you are not now receiving FAA WORLD in the mail, your home address is not current in the W-2 income tax file, which is the list used for home mailing of the magazine. To update your home address, request a change in your W-2--not in the FAA WORLD list--at the payroll office, AAA-240, and include your Social Security number.

SAVINGS BOND TIME

The Headquarters Savings Bond Campaign is now underway and will continue through May 31. The theme of this year's drive is, "Take Stock in America." The goals of the campaign are to obtain a minimum of 75 percent employee participation and to encourage 25 percent of the employees presently buying bonds to increase their payroll allotments. The Payroll Savings Plan is an automatic system for installment-plan purchases of new series EE Savings Bonds through regular allotments set aside from each paycheck. The Bond Canvasser in each office will be able to tell all employees about the long-range investment features and tax advantages of bonds.

HUMAN-POWERED PLANE FILMS AT MUSEUM

A "Gossamer" film festival, showing successful human-powered planes in flight, will be held in the Air and Space Museum theater May 16 at 7:30 p.m. Two films will be shown. The first, the Flight of the Gossamer Condor, was the winner of a 1978 Academy award for best documentary short subject. This film shows the world's first successful human-powered plane in flight. The second film, "Gossamer Albatross: Flight of Imagination," is about the first, and only, human-powered plane to cross the English Channel.

AUTHORIZATION RESCINDED

The off-route authorization of Cubana Airlines has been rescinded by the Civil Aeronautics Board. This means that the airline will not be landing at Dulles as reported in last week's INTERCOM. However, Cubana is authorized to operate charter flights to New York and Miami.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-20 May 19, 1980

THE NEWS IN BRIEF

The new New York TRACON will not open this October, as scheduled, because of potential harmful emissions from a near-by garbage recycling plant. An FAA-sponsored medical and scientific team currently is studying the situation and will report its findings and conclusions later this month. The agency then will reassess the commissioning schedule. ● Secretary Goldschmidt has told Congress that he opposes Rep. Elliott Levitas' proposed bill to separate FAA's safety and non-safety functions. He noted that transferring various FAA administrative, support and staff functions to the Office of the Secretary "would hamper FAA's ability to perform its mission effectively and would not enhance safety." Administrator Bond has taken the same position. ● The agency has collected a \$25,000 civil penalty from E. I. DuPont for violating hazardous materials shipping regulations. FAA charged that the Niagara Falls, N.Y., concern "knowingly" gave Federal Express an improperly packaged shipment of the flammable liquid "Tetrahydrofuran." Moreover, the agency said the glass container holding the liquid was put in the plane upside down and leaked during flight because the cap was loose. (Continued on page 2)

BOND OPPOSES BUDGET CUTS

Administrator Bond has told Congress that a proposed \$350 million cut in the FY 1981 budget "would force dangerous reductions in FAA safety activities." In separate letters to a number of influential members of the House of Representatives, Bond said the Senate-passed resolution would mean a \$250 million slash in the Operations budget for FY 1981 and a \$100 million reduction in Facilities and Equipment. The Administrator added that the agency has not had time to fully assess the negative impacts on safety that would result from this action but cited some "clear possibilities." These included:

- Approximately 4,700 controller positions vacated;
- 1,000 enroute center personnel laid off;
- Closure of 165 low and medium activity FSSs and 200 towers;
- Deferral of navigation aids at smaller airports;
- Deferral of the relocation of control towers; and
- Delay in issuing contracts for replacement of the IBM 9020 computers in the centers.

The Senate action was part of a concurrent Congressional resolution to reduce Government spending and balance the Federal budget. The resolution (Continued on page 2)

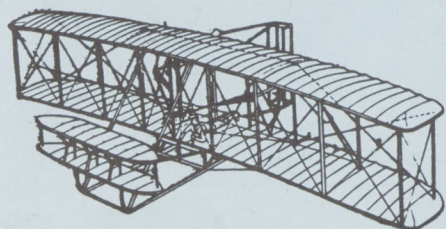
NEWS BRIEFS (From page 1)

● A Federal District Court in Tennessee has dismissed individual suits against five air traffic controllers in connection with the midair collision between a Falcon jet and a Cessna 150 near Memphis International Airport in May 1978. The Federal judge in the case ruled that controllers were "personally immune from damage suits arising out of the performance of their duties . . ." He noted that the plaintiff still could pursue its suit against the Federal Government but added that "the public interest would be better served if Government employees are protected against ill-founded or vindictive damage suits."

● Pan American World Airways is "fit, willing and able and does provide safe transportation in overall compliance with the Federal Aviation Regulations." That's the basic conclusion of an FAA investigative team that recently completed an in-depth evaluation of the airline. FAA's inspection had been scheduled to start in mid-April but was moved up two weeks after PanAm Captain Ron Hay charged that the airline was allowing unsafe practices. None of Captain Hay's charges has been substantiated to date.

BUDGET CUTS (From page 1)

now is before a joint House-Senate conference to resolve differences, and Bond has written to each of the House conferees asking their help "in resisting the Senate passed version."

**ALCOHOL PROGRAM BOOSTED**

FAA's Alcoholism and Drug Abuse Program has taken another step forward with the appointment of Terry Snyder as full-time National Program Coordinator. Snyder has filled the post on a part-time basis since joining APT-220 in November 1975 and during that time has received considerable formal training in the subjects. Snyder's immediate plans call for redrafting the National Program Order to make assistance more accessible to agency employees who need it. He also will make a series of field visits to study the Alcoholism and Drug Abuse Programs in each region and meet with union representatives at the national level to discuss some of their program proposals. Later, as part of an expanded program role for Washington Headquarters, he expects to establish an information system that will serve as a single source for data on alcoholism and drug abuse.

REMEMBER OPA LOCKA

Reporting that Chicago O'Hare was the nation's busiest airport again in Fiscal Year 1979 is not the kind of interpretative news reporting that seems destined to win Intercom a Pulitzer Prize. So, we thought we would spice up this item by asking if anyone remembers the last time O'Hare wasn't the busiest airport. The answer is FY 1967 when Opa Locka, Fla., edged into first place by a scant 8,400 operations. O'Hare has been Numero Uno in every other calendar and fiscal year since 1962, shortly after replacing Midway as Chicago's main air terminal. By the way, the reason for this item is the publication of the FAA Air Traffic Activity book for FY 1979. Check with your distribution unit for copies.

MAY WORLD IN THE MAIL

Langhorne Bond sums up his third year in office in a question and answer interview in the May issue of FAA World. The interview covers such subjects as reorganization, certification, enforcement and labor-management relations. The Administrator also comments on "job actions" and tells why he thinks any such move would be self-defeating. Other articles in the May issue deal with effective time management for employees and the increasing use of simulators in flight training. You'll also find "Direct Line" and a handy list of "dos" and "don'ts" for Federal employees in this political season.

PILOTS BLAMED

The National Transportation Safety Board has blamed the flight crew for the May 1979 crash of a Downeast Airlines DHC-6 at Rockland, Me. The Board said the probable cause of the accident that killed 17 of the 18 persons on board was "... the failure of the flight crew to arrest the aircraft's descent at the minimum descent altitude from the nonprecision approach, without the runway environment in sight, for unknown reasons." Downeast's management also was sharply criticized for various unsafe practices that ranged from directing pilots to make repeated instrument approaches in bad weather to the establishment of "company minimums" below the FAA minimums. In addition, the Board hit at FAA for failing to detect these practices although they had been going on for years. The Board also recommended that FAA work with industry to develop low-cost flight data and cockpit voice recorders for commuter aircraft.

A REAL WHITE KNUCKLER

Imagine it's your first flight ever and the single-engine plane you're in loses its engine. Okay, you're a bit nervous but don't let the other two passengers know since they're first-time flyers also. Besides, the pilot seems to know what he's doing and he's talking to some guys (John Plaster and Greg Barnes) at something called the Seattle Center and they're trying to get him into an area of lower terrain. Then--Hooray!--the engine is running again, although it sounds kind of rough, and now the aircraft is picking up ice and can't maintain altitude. But the pilot is talking to some other guys (Bruce Harphan and Charley Johnson) at the Seattle TRACON (whatever that is.) and they're providing both help and reassurance ... at least until he loses them on the radio. But those TRACON guys know what they're doing and they've quickly gotten another aircraft in the area relaying radio messages. By now the plane is down to 3,700 feet and things start to look up. The engine is running smoother, the ice falls away and the pilot is talking directly with the TRACON again. Sure there's a little problem with the gyro, but the pilot has his magnetic compass and that was good enough for Lindbergh. All he has to do now is follow the TRACON's directions, and, in no time at all, he has you safely on the ground at Boeing Field. There were 282 flight assists in the ATC system during April, involving 796 lives. This was one of those assists.



CPR TRAINING OFFERED

First the bad news: One million Americans will suffer a heart attack this year and more than 650,000 of them will die as a result. Now the good news: The DOT Employee Fitness Center is conducting free training classes in Cardiopulmonary Resuscitation (CPR) technique in an effort to avoid any fatal occurrences within the DOT. The Department's goal is to train 20 percent of the workforce. Personnel who already have received this training are identified in the DOT telephone directory (pages i and ii) and by placards outside their office doors. Regular CPR classes are 3 days, 3 hours each. CPR instructor training runs 2 full days. Employees interested in attending either the regular CPR or instructor training classes who have not already submitted their names to APT-130 should ask their training officer to sign them up. For additional information, contact Phyllis Burbank, APT-130, x63320.

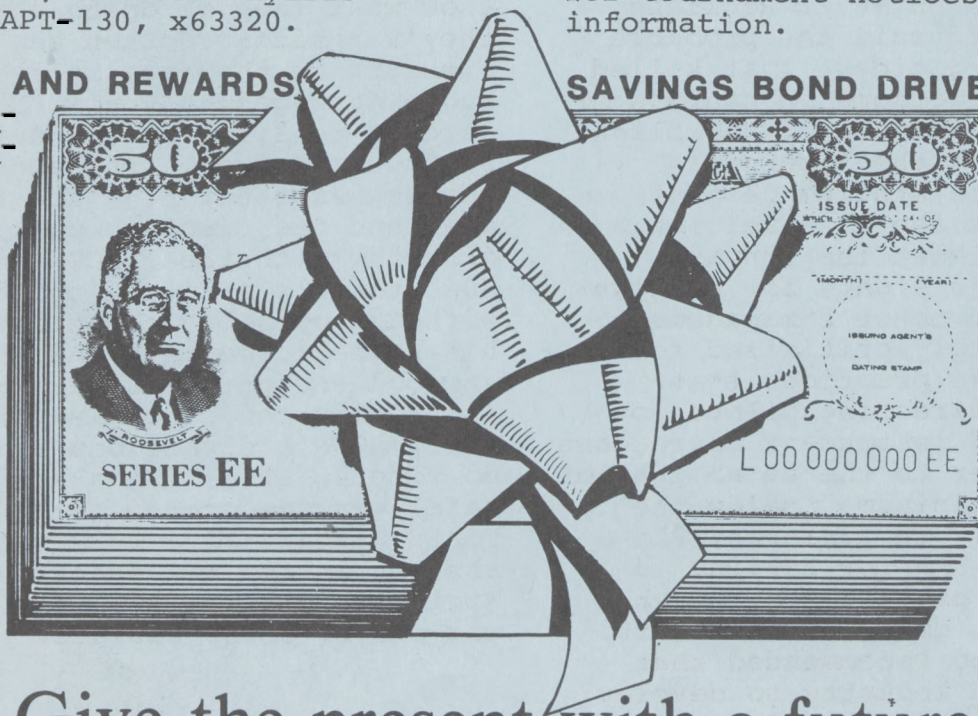
and Quality Within-Grade Increase Awards to Katie Broadus, Kenneth Lutes and Rufus Oglesby. The Office of Personnel and Training has given a Quality Increase to Lynne L. Leverenze and Special Achievement Awards to Rebecca Windear, Noble G. Sheatsley and Richard M. Rice.

FAA GOLFERS TO MEET

FAA golfers--male and female, young and old, beginners and pros--are invited to a 12 noon meeting on Thursday, May 22, in Room 5C of the headquarters building. Purpose of the meeting is to line up a tournament schedule for the year, and suggestions are being sought on where and when to play and what kinds of prizes to be offered. Those who can't make the meeting still can get in on the action, however, by calling Pat Russell on x68605. Pat will put you on the distribution list for tournament notices and kindred information.

AWARDS AND REWARDS

The Logistics Service has presented Special Achievement Awards to William Cotliar, Gonzalo Tornell, Walter Anderson, Bernard Platon, and Ernest Wittek



SAVINGS BOND DRIVE

The Washington Headquarters Savings Bond Drive is in full swing. Invest in your future by signing up today in the Payroll Savings Plan. The Keyperson in your office will provide details.

Give the present with a future.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-21 May 27, 1980

THE NEWS IN BRIEF

The agency has capped almost a year of DC-10 safety actions by putting into effect its final airworthiness directive resulting from the DC-10 crash in Chicago on May 25, 1979. The AD requires minor modification of the pylons that hold the engines to the wings, primarily to reduce the chance of damage during maintenance. At the same time, the agency modified the rigorous inspection schedule imposed after the DC-10 grounding to reflect the numerous improvements made in the aircraft. ● In case you missed it, this is the fiftieth anniversary of flight attendants on U.S. airlines. Ellen Church was the first of the breed and she, in turn, hired seven other young women to fly the San Francisco - Chicago run for Boeing Air Transport back in May 1930. In those days, flight attendants had to be female, young, single and registered nurses. Duties included fueling the plane, loading the baggage, mopping the cabin floor and dusting the interior. Times change. ● And to show how much times really have changed, 72 women pilots flew into Denver this month to launch the International Social Affiliation of Women Airline Pilots. The group represented (Continued on page 2)

ERUPTION CLOSES CITIES BUT FAA STAYS "GO"

After the Mount St. Helens volcanic explosion in Washington State, highways, airports and even whole cities were covered with volcanic ash and closed down. But all FAA facilities in the area, including the Mica Peak radar and the Fairchild ASR-5, continued to operate. Some employees were stuck in their homes because of impassable, ash-covered roads and travel bans, but technicians on their way to check facilities got through and, when stopped by police, were given a salute and the go-ahead. For a day or two after the initial explosion, some aircraft flying through the volcanic cloud suffered damage. An Air West DC-9 that spent only four minutes in the contaminated cloud had pitted windshields and side windows, pitted and deep blasted wing leading edges, damaged wing lights and engine compressor blades as well as contaminated engine oil and air conditioning system filters. Throughout the emergency controllers, FSS specialists and meteorologists from Seattle to the Systems Command Center in Washington, D.C., headquarters were busy informing airmen on the location of the contaminated cloud as it moved across the (Continued on page 2)

BACK-UP TRAINING EMPHASIZED

The agency has ordered an increased emphasis on controller training in the broad-band or back-up radar systems at en route centers. As a result of an evaluation of broad-band training, more stringent refresher training is being given to all controllers with particular attention devoted to transition procedures for switching from the automated radar data processing system to the back-up system in case of a computer shutdown. Unlike the automated system, broadband radar does not display the identity and altitude of aircraft targets. Thus, when the computer fails, the scope must be lowered to a horizontal position to accommodate small plastic markers ("shrimp boats") containing flight information. The refresher training is being conducted on the control room floor with unused displays during low traffic periods, as well as in the centers' simulation labs. The agency currently is installing in the centers a new computerized back-up system called the Direct Access Radar Channel (DARC). However, until DARC is fully commissioned, broad-band will continue to be the primary back-up system.

BRIEFS

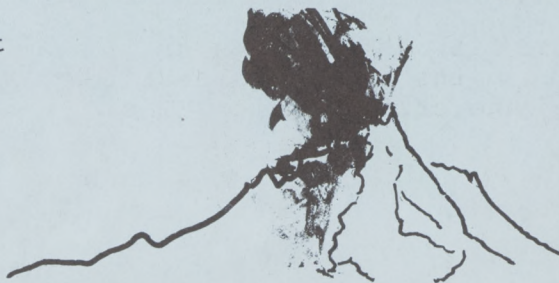
(From page 1)
approximately half of the 140 women pilots flying with airlines in the Western World. Those in attendance wore the uniforms of 12 different U.S. carriers and five foreign airlines. Ten Russian women airline pilots also were invited but never showed.

● FAA's Western Region has cautioned general aviation pilots about weather-related accidents after an "alarming" 40 percent increase in the accident rate there in April. Of the 60 accidents in

the three-state area last month, 18 were fatal, accounting for 41 fatalities. By comparison, the April 1979 figures were 43, 10 and 24, respectively. Although this year's accidents are still under investigation, it appears that more than half of them were weather related. ● The Department of Transportation has a new General Counsel. He is Seattle attorney Thomas G. Allison. Before entering private law practice in Seattle, Allison served successively as Staff Counsel to the Senate Commerce Committee, Chief Counsel to the Science and Transportation Committee and General Counsel to the Senate Appropriations Committee. ● The agency has published the proceedings from a conference it held earlier this year to discuss the future of the nation's airport and airway system. Included are discussions of such topics as the new generation of air traffic control computers, freedom of the airspace, environmental and economic issues, airport capacity and delay problems, and the human being in the ATC system. Contact AEM-100 for copies.

ERUPTION

(From page 1)
country at altitudes up to 60,000 feet. Agency maintenance inspectors also got into the act by issuing a maintenance checklist for planes that had flown into suspect areas. In addition, the agency helped the military fly search and rescue and reconnaissance missions by setting up a mobile ATC tower at Kelso, Wash., to control military traffic.



O.K. FOR CONTROLLERS TO RUN FOR OFFICE

The agency recently determined that it was okay for a nonsupervisory controller to run for the city council of a large southwestern city in a non-partisan election. This judgment reversed an earlier agency decision which held that holding such an office might constitute a conflict of interest. In reversing this decision, the responsible FAA official noted that as long as the employee remains in his present position only a very remote possibility of an actual conflict of interest exists. This possibility was judged to be so remote that it should not keep the employee from exercising his fundamental right to participate in government through non-partisan activities.

AGENCY TO COMMENT ON OPM STANDARDS DRAFT

With an eye to assuring that the current classification and grade structure for electronics technicians is maintained, the agency is reviewing the Office of Personnel Management's recently issued draft job-grading standards for the electronic equipment installation and maintenance family. In its review, the agency will pay particular attention to such factors as professionalism, the high degree of technical knowledge and substantial training required of FAA technicians, and the important role technicians pay in assuring aviation safety. At a recent meeting with representatives of FASTA, which represents most of the agency's electronics technicians, Administrator Bond reaffirmed FAA's position that the agency desires and intends to maintain the current classification and grade structure for ET's.

WEATHERMEN GET TO CENTERS

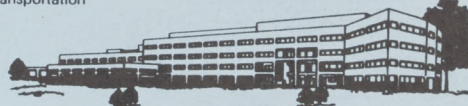
Staffing of en route centers with meteorologists, scheduled to be completed by the end of this year, continues to progress as planned. Minneapolis is "go" with Denver and Anchorage almost ready. On July 1, Seattle and Salt Lake City will be added to the list of centers having meteorologists. Then, in Spetember, Los Angeles, Albuquerque and Oakland are slated to come on-line.



U.S. Department of
Transportation

Federal Aviation Administration Technical Center Station

Atlantic City, New Jersey 08405



Dedicated MAY 29, 1980

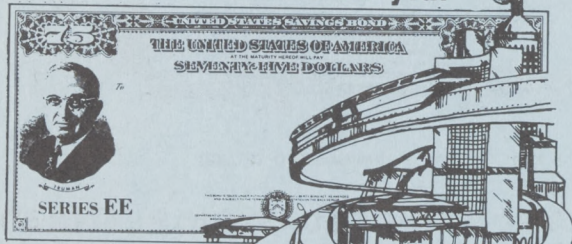
STAMP CANCELLATION PLANNED

A special postal stamp cancellation to commemorate the dedication of NAFEC's building complex and its change of name is planned by the U.S. Post Office. The cancellation will be available May 29-30 at a special Post Office booth in the visitor's center located in the lobby of the new building. Dedication is scheduled for May 29 at which time NAFEC becomes the FAA Technical Center. An open house also is planned for May 29-31 and will include aircraft fly-bys, displays and special tours. FAAers who would like the cancellation but cannot make the open house can send stamped, addressed envelopes to ANA-5, NAFEC, Atlantic City, N.J. 08405. Only envelopes arriving before May 28 will be processed.

SAVINGS BONDS REPORT

There is some good news and some bad news about the Savings Bond campaign. First the good news: FAA headquarters, with 88 new Savings Bonds buyers, reached 43 percent participation at the end of the second week of the drive. And the bad news: This participation is far short of the 75 percent goal established for this year's campaign. Campaign officials note that the support of many more employees is required if FAA is to achieve its goals. "The time remaining in the campaign is growing short so let's make every minute count."

They founded a future for you.



EEO COUNSELORS SOUGHT

The Office of Civil Rights is looking for new EEO Counselors. All employees, except persons who serve as labor union representatives or in labor management relations positions, will be considered for selection. EEO Counselors perform an important role by informally resolving problems involving discrimination based on race, color, religion, sex, national origin, age or physical or mental handicap. Employees interested in participating in the EEO program should submit their name, classification, grade, routing symbol and telephone number through their supervisor to Barbara Hinton, ACR-3, no later than June 20.

AWARDS AND REWARDS

Metropolitan Washington Airports has presented a Special Achievement Award to Boiler Plant Operator, Glenwood M. Moore.

OFFICERS SERVING AS MARSHALS

Twenty FAA Airport Police Officers have been serving as Air Marshals aboard aircraft carrying Cuban refugees from Miami to processing centers throughout the U.S. The call for volunteers to assist regular Marshals was received May 16 and two days later, the volunteers began their trip south for a tour of duty to last from 10 to 14 days. The volunteers are: Lieutenants Francis Butterworth and Robert Graves; Sergeant Edward McDade; Detective Marvin Romine; and Officers Glenn Harwood, Joseph Grimes, Mark Bean, John Donnelly, Elbert McBryde, Philip Zagloul, Ronald Collins, Omar Lamb, Alexander Alsop, Adam Giampietro, Van Rich, Dana Hunt, Donald Kent, Stephen Jenkins, Thomas Holderness and Roy Eagle.

AMUSEMENT PARK TICKET SALE

Discounted tickets--10 to 15 percent--to Kings Dominion and Busch Garden are available at the FAA Club store on the first floor of FOB-10A. A \$9.75 Kings Dominion ticket sells for \$8.75, while the Busch Garden \$9.95 ticket goes for \$8.45. Time as well as money is saved by getting the tickets ahead of time. Patrons with tickets can go directly to the entrance gate without standing in line to buy a ticket.



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FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-22 June 2, 1980

THE NEWS IN BRIEF

American Airlines is in overall compliance with agency safety regulations and provides safe air transportation to its passengers. This was the conclusion of a special FAA inspection team that recently checked the airlines' engineering and maintenance systems. The inspection team was made up of maintenance, avionics and engineering inspectors from Washington and FAA regions. The in-depth inspection, which centered in the Southwest Region, was in addition to regular inspections and continuous agency monitoring of the airline's operations. ● The agency has revoked the operating certificate of Nevada Airlines, Inc., for numerous violations of maintenance and operating regulations. This means that the airline can no longer carry passengers or cargo for compensation. The Las Vegas airline was charged with violations of 27 different regulations, including many multiple violations. The investigation of the airline began before the crash of one of its planes near the Grand Canyon on Nov. 19, 1979. The validity of the revocation is presently being challenged in court. ● The agency has withdrawn Kahului, Hawaii, Airport from consideration as a Group II Terminal Control Area (TCA). This is the second Hawaiian airport dropped from the (See page 2)

NEW ENFORCEMENT HANDBOOK PUBLISHED BY CHIEF COUNSEL

Beginning July 1, all FAA inspectors and other enforcement personnel will be using a new consolidated enforcement handbook, called the "Compliance and Enforcement Program." The new handbook replaces separate handbooks for safety inspectors, security specialists, airport specialists and attorneys. According to Chief Counsel Clark Onstad, "the new enforcement handbook is a far different document from the handbooks of the past." He noted that previous handbooks didn't have any material on maintenance (See page 2)

TECHNICAL CENTER DEDICATED

The National Aviation Facilities Experimental Center is history. The work begun there goes on under the banner of the FAA Technical Center. NAFEC started out in 1958 with a hodgepodge of WW II type buildings. But the Technical Center came into being on the same day that a new \$50 million building complex was dedicated. In fact the name change was incorporated into the May 29 dedication ceremony. Among the highlights of this dedication were addresses by Vice President Walter Mondale, New Jersey Congressman William J. Hughes, DOT Deputy Secretary William J. Beckham (See page 2)

BRIEFS

(From page 1)

list of 44 candidate locations announced in December 1979. Lihue Airport was dropped earlier. However, the TCA for Honolulu International Airport is now in the rulemaking process. • The agency has signed a \$600,000 plus contract with Leo A. Daly for architectural and engineering services. The Daly firm will submit designs of various air traffic control towers and TRACONS as well as conduct energy conservation studies at various locations including the New York and St. Louis TRACONS and the Tucson, Houston and St. Louis towers.

• After motorists on two separate occasions inadvertently drove onto the main, north/south runway of Anchorage International Airport, the agency fined the state of Alaska \$6,000 for having inadequate security at the state-operated facility. The state was also fined for not checking the identification of strangers wandering about sensitive airport areas. The state immediately responded by posting a security officer at one runway entrance and barricading other entrances.

• The agency reinstated the type certificate of the Robinson R-22 helicopter following the issuance May 20 of an Airworthiness Directive which ordered that the first 88 rotor blades manufactured by the company be destroyed and replaced with rotor blades of later manufacture. The helicopter's type certificate was suspended on May 5, following a fatal crash in the Los Angeles area.

ENFORCEMENT HANDBOOK page 1)

violations, repair station violations or aircraft manufacturer quality control violations. Onstad said the new handbook also spells out the way various services within the agency should

work together in an enforcement case. In addition, Onstad pointed out that the new guide describes the manner in which the "lead region" concept works with enforcement programs. Copies of the "Compliance" handbook are scheduled to be distributed in the field by June 15. Field briefings for "all key personnel" will begin June 9 with the Eastern Region and end June 26 with the Great Lakes Region.

DEDICATION (From page 1)

and Brig. Gen. Charles Yeager (ret.). An open house, aerial fly-bys, static aircraft displays and special tours of the new building also marked the dedication. The building, which has 516,000 square feet of floor space, was completed on schedule and without any cost overruns. About 1,500 employees are scheduled to move in during the next three months.

A POSTSCRIPT TO MOUNT ST. HELENS

"In recent years, and particularly in recent days, many Americans have come to believe that nothing works, especially the government. Foulups and failures are almost expected. Yet what we've seen this last week--or have failed to see--in the extraordinary aftermath of the natural disaster in the West, is an example of the government performing splendidly, quietly, competently, and efficiently. The way the Federal Aviation Administration handled the threat (volcanic ash) to aircraft provides a case study of government at its uncelebrated best. For this crisis at least the government was well prepared and reacted promptly." --Washington Post 5-25-80

PHANTOM CONTROLLER SOUGHT

A phantom controller--an imposter who radioed false air traffic instructions to planes in the vicinity of Tampa International Airport--is the target of an intensive search by the F.B.I., local police and the Federal Communications Commission. In one instance, the bogus controller instructed a four-engine jet to "go around" just as the plane was about to touch down, and the pilot went around. Speaking the controller's language and apparently having a good view of the airport, the phantom knows what's going on around the field and sounds official to pilots in the area. So far none of the phantom's instructions have put any planes in jeopardy, but agency officials are concerned about the potential conflicts that might be caused. According to FAA attorneys, the imposter, if caught, could be fined by FAA up to \$1,000 for each transmission and be liable to criminal prosecution by FCC.

BACK PAY FOR SOME

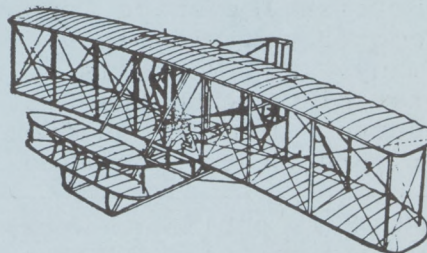
All employees, currently employed or retired, who moved from the Wage Grade (WG) to the General Schedule (GS) pay system may be eligible for back pay if night and/or environmental differential (hazard pay) was not included in their pay when they changed pay systems. Individuals who made such moves will have to file claims for the retroactive pay since disbursements, by law, cannot be made automatically. Those who think they may be eligible for back pay should check with their personnel office for additional instructions.

CFC RULE CHANGES ANNOUNCED

The rules governing the Combined Federal Campaign (CFC), the government's annual charity drive, have been changed to put the major emphasis on voluntary giving and employees' freedom of choice. The changes are effective for the 1980 campaign, which begins right after Labor Day and runs for six weeks. Other changes will allow more charitable groups to have access to CFC; change the formula for distribution of funds collected during the campaign; provide more Federal employee participation in local CFC administration; and require that contributors be better informed about the objectives of participating groups and distribution of funds collected.

FAAers MOVE UP

The Western Region has a new director and deputy director. John Mattson was promoted from chief of the New England Air Traffic Division to the top regional job, while Homer C. McClure stepped up from assistant chief, General Aviation and Commercial Division, Office of Flight Operations, to be Mattson's deputy. In other executive personnel actions, John Roach is being moved up within the New England Region from chief of the Air Carrier and General Aviation Branch, Flight Standards Division, to the deputy director post.



SOLICITORS LIMITED

The agency has adopted regulations to control the solicitation of funds and distribution of literature by religious and other non-profit organizations at Washington's National and Dulles Airports. Effective July 28, only solicitors with FAA permits will be allowed at the two airports and they will be prohibited from operating in certain parts of the terminal buildings where their activities might create congestion, safety or security problems. In addition, the number of solicitors will be limited at all times at National and during peak hours at Dulles.

MIDWAY LINKED TO DCAA

A new airline came to Washington National on Sunday, June 1. Midway Airlines, which began operations out of Chicago's Midway Airport in November 1979, is now offering service from Washington non-stop to Chicago Midway, one-stop to Kansas City and connecting service to St. Louis. Midway's inaugural ceremonies were scheduled to be held Monday, June 2 at the Midway gate adjacent to the American Airlines terminal.

HISTORICAL SOCIETY TO MEET

The public is invited to the American Aviation Historical Society (AAHS) meeting, June 11 at 7:30 p.m., at the National Air and Space Museum, Silver Hill facilities. Featured will be a presentation by Mr. Douglas Nelms of the British Aerospace Company on helicopter activity in Vietnam and Germany. Mr. Nelms is a helicopter pilot with the U.S. Army Reserve. Directions from beltway: Branch Ave. exit to

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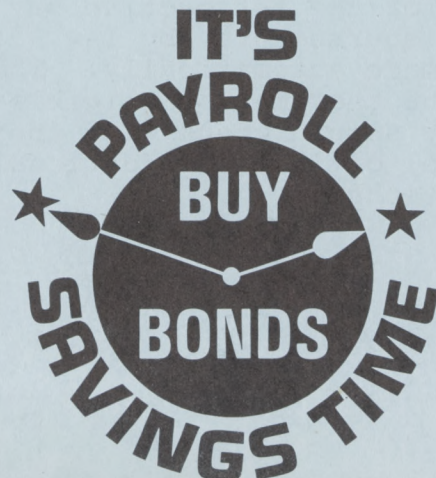
Washington, right turn on Route 458 (Iverson Mall Shopping Center) and then left at next traffic light to the facilities on Route 414 (next to firehouse on right).

SAVINGS BONDS CAMPAIGN ENDS

At the end of the third week of the Savings Bonds Campaign, 45% of the Washington Headquarters employees were participating in the Bond Payroll Savings Plan. Employee participation is 30% below the campaign goal of 75%. Offices exceeding the goal are AAD - 100%, AWS-80% and ALR - 80%. ACS - 33% and AAM - 28% both exceed the 24% goal set for increased allotments from employees already buying bonds. The Savings Bonds Campaign ended May 31.

RIDDLE NAMED DEPUTY

Hugh Riddle, Jr., who has served as manager of Washington National Airport since early 1975, has been named Deputy Director of Metropolitan Washington Airports. Before being named airport manager, Riddle directed the operation of the airport for a year as assistant manager. Prior to that assignment he served for seven years in various capacities with the Bureau of National Capital Airports. His assignment in Washington came after he was a controller at Chicago's O'Hare Airport for ten years.



FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-23 June 9, 1980

THE NEWS IN BRIEF

- The Alaskan Region has cautioned airline travellers against carrying hazardous materials in their luggage after a rucksack burst into flames shortly after being unloaded from an aircraft at Anchorage International Airport. Investigation revealed that the rucksack had contained two cans of lighter fluid and six boxes of "strike anywhere" matches. The owner said the items were part of his survival kit for a trip into the Alaskan bush. He pleaded ignorance of FAA regulations that ban the carriage of such articles.
- For those who like "where are they now" items, FAA former Assistant Administrator for Aviation Safety Marion Roscoe has provided an update on several agency people, including himself. Writing from Amman, Jordan, where he is serving with the Jordanian Directorate of Civil Aviation, Roscoe says "The group here now includes Bill Flener with ICAO, who will be returning to the U.S. in July. Others from the FAA regions, now with ICAO, are James E. McCarthy (Ft. Worth ACDO), Ed Gremmer (Seattle ACDO) and Howard Grove (Ft. Worth Facilities Maintenance)." (See page 2)

THREE ATCSs HONORED FOR OUTSTANDING SAVES

The winners of the outstanding flight assist awards for 1979 are Alvin A. Spence, Kalamazoo Approach Control; Orlando E. Sanchez, Albuquerque ARTC Center; and Donald E. Monroy, Phillipsburg (Pa.) FSS. The three will receive special certificates and cash awards from Deputy Administrator Taylor at ceremonies in FAA Washington headquarters on June 25. The outstanding "saves" were among 2,980 flight assists made by ATC specialists during 1979. Details of the three saves follows: A Cessna 172 was already in trouble when the inexperienced pilot called Kalamazoo Approach Control and spoke with controller Alvin Spence. The non-instrument rated pilot had inadvertently flown into IFR weather and had no idea where he was. It was up to Spence to spot him on radar and bring him down safely. He also had to select an airport, figure the vector, calculate gas consumption and coach the pilot on his flying. For 80 minutes, Spence, a pilot himself, instructed the pilot on how to keep the wings level, use the artificial horizon, set the (See page 2)

BRIEFS (From Page 1)

● Air traffic control delays were down 16 percent in May when compared with the same month in 1979. The 4,491 delays over 30 minutes in May brought the total for the year to 25,967. This is 0.7 percent less than the figure for the first five months of 1979. Weather was the major cause of May delays, accounting for 75 percent, with traffic volume blamed for eight percent. ● Midstate Airlines of Marshfield, Wis., has been grounded by the Great Lakes Region for failing to complete required maintenance work, failing to comply with minimum equipment lists, failing to report in-flight malfunctions and improper record-keeping. In their defense, carrier officials cited a 16-year safety record. The airline, which operates four Swearingen Metros and one Beech 99 between Chicago O'Hare and various points in Wisconsin, Indiana and Michigan, carried approximately 80,000 passengers last year. ● People who vandalize air traffic control and air navigation equipment are committing a felony and can get slapped with a \$10,000 fine or 20 years in prison or both. That's the message put out by the New England Region after vandals damaged a visual landing aid and stole or broke a number of runway lights at Turner Falls Airport in Montague, Maine, recently. The FBI is investigating the incident.

SAVES (From page 1)

throttle, and so on. When he lost radio contact, Spence regained it through a FCC specialist and ultimately talked the pilot to a safe landing at South Haven Airport. Albuquerque Center controller Sanchez was providing VFR flight following service for a Cessna 150 when he noticed the

the radar readout of the plane's ground speed drop from 70 to 50 to 30 knots. He immediately called the plane to see if the pilot was having problems, but couldn't make contact. When he finally got an airliner to relay the calls, the plane's ground speed had dropped to 10 knots and the pilot advised that he was in turbulence, had no visual contact with the ground and was down to seven gallons of fuel. Working quickly, Sanchez determined that the pilot should land at Cochise County Airport and gave him the necessary vectors. The plane touched down safely there a short time later. FSS specialist Donald Monroy guided a Cessna 172 to a safe landing at the Phillipsburg Airport. The pilot was virtually flying blind because of an iced-up windshield, so Monroy took a hand mike and crawled out a window into freezing 10-degree temperatures to line the pilot up with the runway and bring him down the glide path. The physician pilot later stopped by the FSS and told Monroy, "You saved my life."

HEADLINE MISLEADING

The headline "O.K. for Controllers To Run For Office," which appeared in a recent INTERCOM, was somewhat misleading. Actually, it is not always O.K. for controllers, or other employees, to run for non-partisan political offices. Each case must be judged individually to determine if a conflict of interest exists. If a conflict seems to exist, then the employee would not be allowed to run for office--even a nonpartisan office.

OVERSEAS JOBS OPEN

The International Civil Aviation Organization is seeking an aircraft systems equipment technician (electrical/electronic, for an 18-month assignment beginning March 1981 in Sao Jose Dos Campos, Brazil. ICAO also is looking for a civil aviation organization and management advisor for 24 months in Amman, Jordan, beginning July 1980. The gross salary for both posts is \$38,190 with a tax-free net of \$24,298 to \$26,299. ICAO also has an opening for an Aeronautical Telecommunications (Nav aids) Instructor in Kartoum, Sudan. The 24-month assignment would begin October 1980 and pay \$33,860 with a tax-free net of \$22,202 to \$23,964. Successful applicants for all three jobs will receive various allowances in addition to salary. Applications are due in API-19 ASAP. Additional information is available at personnel offices, in Agency Order 3330.6B or by contacting Marilyn R. Fobbs on 202/426-3168.

RADAR DISPLAYS ORDERED

Controllers in towers equipped with Automated Radar Terminal System III (ARTS III) are slated to get additional radar displays for new control and training positions. The agency has awarded an \$11 million contract to Texas Instruments for 88 vertical radar displays. The displays will be used in tower radar rooms for additional control positions to keep pace with increasing traffic loads as well as for training purposes. In addition, T.I. will supply 17 "BRITE" alphanumeric subsystems (BANS) for installation in control tower cabs. Also covered by the contract are 68 data entry sets, which are used to communicate with the ARTS III computer.

NORTHWEST, A LEAD REGION

Administrator Bond has given the Northwest Region overall authority for the certification of large transport airlines. Bond said his decision was influenced by the fact that the agency's heaviest certification workload for large transports is shifting to the Northwest Region with Boeing's announced plans and commitments to build two third-generation jets-- the 757 and the 767. Beginning November 1, ANW will become the "lead region" for all transport-category airplanes with gross takeoff weights of 12,500 pounds or more. It also will have direct and detailed authority for the certification of all domestically manufactured transport airplanes with gross takeoff weights of 75,000 pounds or more and all foreign-manufactured transports applying for U.S. certification. Bond expects the move to have a minimal impact on employees in other regions. But a limited number of key managers may be transferred to Seattle to implement the program. The day-to-day business relating to the certification of McDonnell Douglas and Lockheed airplanes will be handled by a field office in the Los Angeles area which will report to the Northwest Region. A similar field office in Seattle will do the same for Boeing and the foreign airplanes. The selection of ANW as a lead region is the latest step in FAA's effort to strengthen the certification system, an effort which began with the recent appointment of Charles R. Foster as Director of the Northwest Region. Bond also has named Jonathan Howe, the agency's Deputy Chief Counsel and former Regional Counsel in the Northwest Region, as Deputy Director under Foster.

HOW COME I'M BOILING?

"How come it is so hot and so humid?" "If this is part of the President's campaign to save energy, how come it's 86 degrees in my office?" These questions were heard all over FOB-10A last week. And the answer is: "THE AIR CONDITIONER BROKE DOWN." A condenser was on the fritz but was fixed.

SILVERMAN HONORED

Sue F. Silverman, Chief of the Plans and Audio Visuals Division, Office of Public Affairs, has been awarded a unique honor. For her work in devising the Visitor's Center in the Technical Center's new \$50 million building complex, she was presented a special award for "Professional Achievement and Excellence."

SAVINGS BOND CAMPAIGN OVER

Although the response to the Savings Bonds campaign was somewhat muted this year, four offices--AAD - 100 percent, ALR - 87 percent, AWS - 80 percent and AEE - 75 percent--did achieve the 75 percent employee participation goal. Two offices exceeded the 25 percent goal set for increased allotments. They were ACS - 33 percent and AAM - 28 percent. Participation rate for all employees was 46 percent, and the average bond allotment increase was 9 percent. Dr. H. L. Reighard, Bond Chairman, thanked all coordinators and keypersons as well as all employees who continued to support the bond program for their support and efforts during the drive.

CHECK YOUR PAY SLIP

Your biweekly pay slip (Earnings and Leave Statement, FAA Form 2730-67) has something new on it in case you haven't noticed. Starting with the pay slip for Pay Period #9, the block labeled "DOT Ret. Balance" reflects the total amount of your retirement withholdings for your last period of service with the Department of Transportation. (Retirement withholdings for any previous periods of DOT service or non-DOT service are not included in the Uniform Payroll System data base.) You may also want to check the adjacent blocks which show the dollar value of your annual leave and sick leave balances. If you have accumulated sick leave over the years rather than using it, you will see that you have a sizable amount of money which can be drawn on if you have a serious illness and cannot work for an extended period of time. It is like having money in the bank or a good insurance policy. If you are fortunate and don't need to use your sick leave, when you retire, it is converted into additional time for retirement annuity purposes.

AIR FORCE FILM SHOWING

All employees are invited to a showing of "Air Force Now" on June 11 at 12:15 p.m. in the third floor auditorium of FOB-10A. The film, which is shown courtesy of the USAF, covers a variety of subjects including voting, counterforce, U.S. Soldiers' and Airmen's Home and F-16 fighters. For additional information, call Pattie, x63346. Film runs 17 minutes.

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-24 June 16, 1980

THE NEWS IN BRIEF

Preliminary figures from the Office of Aviation Standards for the first five months of the year show that, safety wise, 1980 has been a good year. So far air carriers have had a perfect, "zero fatalities" year. Also, commuter airlines total accidents were down from 21 to 19, fatal accidents down from 7 to 2 and fatalities down from 36 to 9. (These figures do not include the very recent Air Wisconsin accident at Valley, Nebr. which claimed 12 lives.) In addition, general aviation had fewer total accidents, fatal accidents and fatalities than during the same period last year.

More than 500 U.S. airports now are equipped with an instrument landing system, with a total of more than 700 ILS units installed at these locations--708 to be exact. The latest tally by the Airway Facilities Service shows 428 airports with a full ILS and 74 with a partial system for a total of 502. Chicago O'Hare leads the nation in ILS installations (as it does in traffic) with a total of 12....

The final score on airline hijackings in 1979 was Us-7 and Them-4. In other words, there were 11 attempts to hijack U.S. airliners last year and four of them were labeled successful (See page 2)

SAFETY STANDARDS PROPOSED FOR COMMUTER AIRPORTS

FAA is proposing safety standards for commuter airports to ensure that they provide the same level of operational safety as many other commercial airports. The agency's proposed rule would require FAA certification of airports where the only commercial service is provided by commuters to show that they are "properly and adequately equipped to conduct safe operations for the kind of airline to be served." Issuance of the certificate would be based on a thorough FAA investigation and review of the operating circumstances at the airport. A major item in the proposal deals with firefighting equipment that would be required at all airports holding a limited operating certificate. The agency is considering three options--one that would require the same level of equipment at all airports and two others that would relate equipment levels to passenger enplanements. The FAA proposal is aimed at currently uncertificated airports which enplane 2,500 or more passengers a year. The agency estimates that there are some 64 airports presently in this category. In addition, 33 airports which now hold a limited operating certificate would need additional firefighting equipment to meet the requirements of the proposed rule change.

BRIEFS (From page 1)

because the hijacker "controls flight or reaches his destination or objective." However, it should be noted that all but one of the successful hijackings ended with the culprit being taken into custody by law enforcement officers. The lone fugitive is somewhere in Cuba and may wish he had been taken into custody. All of these numbers, by the way, come from the agency's eleventh "Semi-annual Report to Congress on the Effectiveness of the Civil Aviation Security Program."...

A total of 3,316 pilots were hired by 34 major U.S. airlines in 1979, according to a survey conducted by the Future Airline Pilots of America. The new hires ranged in age from 21 to 46 with flight experience ranging from 500 to 11,000 hours.

Just to give everyone's head a rest from numbers... United Airlines is beginning a six-month test of an airborne air-to-ground telephone system. The telephone, to be installed on one of the airline's DC-10s, is a standard 12-button wall model that works by radio transmissions. The call will cost the caller \$10 plus the regular price of the call.

ICAO HAS URGENT NEED

ICAO requires an Air Carrier Safety Expert (Airworthiness) for Ankara, Turkey, assignment for one year beginning July 1, 1980. Applicants must have at least five years recent experience as air carrier maintenance inspector on one of the following aircraft DC9/DC10/B707/B727 or F28. Those interested should contact Marilyn R. Fobbs/Connie Smith, API-19 on 202/426-3178/9.

SEAT FAILURE NOT FACTOR

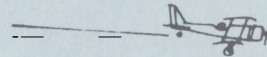
FAA Associate Administrator for Aviation Standards Walt Luffsey takes issue with those who claim stronger seats in transport aircraft would save lives in survivable accidents. Testifying on Capitol Hill, Luffsey said: "We analyzed every available detail about 12 accidents which occurred between 1972 and 1976 and were classified by the NTSB as survivable or partially survivable. These accidents involved 204 fatalities. We could not establish that even a single one of the fatalities could be directly associated with seat or occupant restraint failure.... It sounds logical to claim that stronger seats would save lives, but the data available to us simply doesn't back up such a contention." However, Luffsey promised that the agency soon would hold a public hearing on the subject to gather additional data. Former FAA Administrator John Shaffer disagrees with the argument that the agency's tough new Part 135 safety standards are bad for the commuter industry because they will foreclose entry by new operators. "On the contrary," he told a Beech Aircraft Company conference, "I think it's very healthy. It's going to keep out the marginal operator. The commuter airlines system is fairly well structured now. It still needs to mature, and there's going to be plenty of movement in and out of markets, although these will happen in relatively constrained geographical areas. I think that we'll look back on the Part 135 regulation as the point in time at which this industry entered adulthood."

NTSB RULES ON ACCIDENTS

The National Transportation Safety Board has blamed pilot error and a mechanical malfunction for two 1979 commuter airline accidents and cited the lack of timely weather information as the cause of a near-crash of an Eastern Air Lines jet last August. The Board said the Comair commuter crash at Cincinnati last October resulted from the pilot's indecision when an engine partially lost power just after takeoff. The Board said the accident could have been avoided if the pilot had abandoned his takeoff and landed again or had raised his landing gear and flaps. Contributing to the accident, which killed all eight on board the aircraft, was ineffective FAA certification and surveillance, according to the NTSB report. The crash landing of a Nevada Airlines Martin 404 at the Grand Canyon Airport last November was caused by automatic feathering of the left propeller, combined with turbulence and downdrafts just after takeoff, but the Board was unable to identify the reason for the malfunction. The plane crashed and burned 1.5 miles from the airport but all 44 on board managed to get out safely. The near accident involving the Eastern Air Lines Boeing 727 was blamed on a wind shear encounter as the aircraft was approaching the Atlanta airport. The Board said the aircraft dropped suddenly from 1,000 to 375 feet and only "extreme recovery procedures" by the pilots saved the plane and its 77 occupants. The Board said the incident might have been avoided if a wind sensor had been located along the aircraft's final approach path.

GEARING UP FOR MERIT PAY

By mid-July, FAA will have a trained corps of 2,000 supervisors ready to administer the agency's new performance appraisal system for merit pay employees. The two-day training seminars for these supervisors, which are being taught by Management Training School instructors, have been underway since March in both the regions and centers with the last one scheduled for mid-July. Concurrent with this effort, the agency has been conducting orientation programs for the merit pay employees themselves to prepare them for the new system. The first appraisal period for merit pay employees will begin September 1 and run through June 30, 1981. Subsequent appraisal periods will run July 1 - June 30.



NO CHANGE IN TECHNICIAN GRADE STRUCTURE

The Office of Personnel Management has assured the agency that its recently issued draft job-grading standards for the electronic equipment installation and maintenance family do not apply to FAA electronic technicians. FAA technicians are currently classified in the GS-856 series and will remain that way. Administrator Bond emphasized this when he said, after a meeting with national representatives of the Federal Aviation Science and Technological Association, "You may rest assured that FAA desires and intends to maintain the current classification and grade structure for our electronic technicians and will work closely with FASTA in this important matter."

DCA MEANS \$\$\$

Washington National Airport provides more than \$600 million to the Metropolitan Washington area each year according to a survey by the Air Transport Association (ATA). This is just one of the facts in a new brochure which has been prepared by the Committee for National with the cooperation of the ATA. Also examined in the publication is the "Impact of Employee Spending," "Visitors are Big Business" and "More Passengers, Fewer Flights." To get a copy write Dave Hess, AMA-5, Hangar 9, Washington National Airport, Washington, D.C. 20001.

DESIGNS DISPLAYED

The latest display in the lobby of FOB-10A features depictions of prize winning engineering designs for airport projects. All together four different projects are being shown. Sidewalk supervisors will be able to see the several years of a project spread out before them in drawings and photographs. The two designs in the lobby, one in the office of the Director of Airport Standards and one in the office of the Associate Administrator for Airports, will be rotated during the four weeks the designs are on display.

HANGAR 6: PILOT MEETING

Pilots participating, or intending to participate, in the Hangar 6 flight program are invited to a 7 p.m. meeting on Thursday, July 10, in the third floor auditorium of the headquarters building. While pilots are brought up to date on various procedures and safety practices for operation of Hangar 6 based aircraft, they will hear addresses by Deputy Administrator Taylor, representatives of the Air Traffic Service, and the Office of Flight Operations. At-

tendees are reminded that parking is available in the headquarters building garage after 5 p.m.

METRO PASSES FOR SALE

Starting June 29, there will be five different Metro Flash passes, all offering savings over cash fares, and designed to meet individual transportation needs. There is a pass that will simplify the lives of most commuters. Pass holders merely flash their pass after boarding the Metrobus or use the pass like a fare card at Metrorail stations. The five passes now available are: \$11-D.C. Base Pass, \$12-Regional Base Pass, \$18-Maryland/D.C. Pass, \$16-Virginia Two-zone Pass and \$20-Virginia Three-zone Pass. They are on sale at the lower level employee information office of the Nassif Building, room 536A of FOB-10A and room 3602 of the Trans Point Building.

THE PARK'S PROGRESS

The progress being made on the park-to-be, behind FOB-10A is not exactly overwhelming, but at least it is progress. Most of the sidewalk has been graded and about 70 feet of concrete have been poured. The footings for the 8-inch high, "esthetic" retaining walls that will flank the macadam path from stairway to sidewalk are in. According to the current schedule, which like most schedules may slip, sidewalk and paths, the retaining walls and the rough grading should be completed by the end of this month. But employees of FOB-10A will not have a finished park until sometime in the fall--or possibly next spring. The plantings, including the sod, can't go in until after the end of the hot summer weather.

80-25 June 23, 1980

THE NEWS IN BRIEF

The new air traffic control tower at the Charleston, S.C, Municipal Airport is being spruced up for its scheduled July 10 dedication. The \$3 million-plus, 168-foot high tower is of the same design as towers recently constructed at the Atlanta, Dallas/Fort Worth and Charlotte, N.C. airports. ● The flight crew's decision to make a direct, high-speed night flight at low altitude caused the Sept. 14, 1979, crash of a corporate DC-7 near Klamath Falls, Ore., according to the National Transportation Safety Board. The four-engine transport crashed into a 6,400-foot peak on a clear, but dark night shortly after takeoff. All 12 on board were killed. ● The Administrator's annual awards for excellence in Equal Employment Opportunity will no longer be presented on Women's Equality Day, August 26. In the future the awards will be given for superior EEO achievements during a particular fiscal year, rather than on a calendar year basis. As a result, the awards will be presented at Washington headquarters in January of each year. ● The fate of the famed Hughes "Spruce Goose" may at last be sealed. On May 22, the Humma Corp., which controls the late billionaire's assets, decided "irrevocably" (Continued on page 2)

AGENCY DROPS PROPOSED SEAT BELT RULE

After reviewing an avalanche of negative comments, the agency has decided to withdraw the proposed rule that would have required airline passengers to remain in their seats with their lap belts fastened during all flights. Instead the agency adopted a related proposal requiring that signs be placed on the backs of airline seats advising passengers to keep their lap belts buckled at all times. Also adopted was a proposal that required flight attendants to be seated with lap belts and shoulder harnesses fastened when the aircraft is taxiing. Typical of the comments on the first proposal was one from a Yarmouth, Maine, woman who called it "another example of bureaucratic meddling," and one from a Massachusetts businessman labeling the proposal "creeping Big Brotherism."

NO EARLY RETIREMENT

The Office of Personnel and Training has been besieged with calls from employees who have heard a rumor about an early retirement offer. The rumor implies that an employee may retire after completing 25 years of Federal service regardless of age or after 20 years service (Continued on page 2)

BRIEFS

(From page 1)

to cut the huge seaplane into pieces for distribution to eight different museums. The National Air and Space Museum in Washington, D.C., got first choice and selected a 51-foot inboard section of the left wing. Despite Summa's firm decision, a number of aviation groups are still trying to save the giant, wooden plane from the wrecker's saws. • DOT has revitalized its Consumer Program to give citizens more say on transportation issues that affect them. Commenting on the new program Secretary Goldschmidt said, "Successful implementation of this program should guarantee that in all important DOT actions the consumers' viewpoints are represented at each stage of the decisionmaking process."

RETIREMENT

(from page 1)

at age 50. Many variations to this rumor also have surfaced: e.g., a bonus of 10%-14% to encourage employees to retire, a waiver of the reduction in annuity for anyone retiring under age 55, and so on. Neither the Office of Personnel Management, which administers the retirement system, nor the FAA are proposing an early retirement offer for Federal employees. Therefore, employees who hear stories about retirement on the grapevine should remember that there is absolutely no truth to the early retirement rumors.

NEW "FAA WORLD" LAUNCHED

FAA WORLD has been redesigned cover to cover. In its new suit of clothes, the June issue will detail the agency's tougher but fair approach to enforcement of the FARs in the 80s Ride-sharing is becoming and should become more of a commuter's way of

life. Our story points up what pooling offers you and what attitudes will help you survive the fuel crisis Sickle Cell Anemia is a problem for some would-be pilots, but FAA is hunting for a factor that will more narrowly define the restrictions on pilots Meet a woman engineer who is the first FAAer to attend the Navy's test pilot school You'll also find a new regular feature called "Update," which gives you a follow-up on past happenings--this month, the SST mock-ups. There's also "Research Highlights" on work in progress at the Technical Center; "Direct Line," now named "Q&A"; and "Heads Up," renamed "People."

BETWEEN THE DEVIL AND THE DEEP BLUE SEA

All the usual elements for an accident were there--a lost pilot without an instrument certificate caught on top of a solid overcast with fuel running dangerously low. And this time an additional hazard was added--the plane was flying over the open ocean, 25 miles southwest of Santa Barbara. When the pilot reported he had only ten minutes fuel left, Los Angeles Center controllers Robert Welsh and Terry Comstock instantly took emergency action, realizing they would have to bring the plane down through the overcast for a landing on an airport in light rain and fog. The controllers told Santa Barbara Approach what they were doing and instructed the pilot to pull back power to begin his descent. While vectoring the plane towards the airport, they calmly instructed the shaky pilot to keep his wings level and maintain safe airspeed. Twenty-three minutes after first contacting FAA, the lost pilot broke out of the overcast near Santa Barbara Airport and landed safely.

TARGET DATE SET FOR TRACON

The new target date for commissioning the new New York TRACON is January 1981. Training controllers on the new generation equipment being installed in the facility is scheduled to begin in September. The TRACON, which is housed in the new Charles A. Lindbergh building, originally was scheduled to go on line in October but the date was postponed because of possibly harmful emissions from a nearby garbage recycling plant. FAA's schedule is predicated on the recycling plant receiving a clean bill of health from the New York State Department of Environmental Conservation and the Federal Environmental Protection Agency. The plant currently is closed but will reopen temporarily in August so air samples can be collected and analyzed. The new TRACON is expected to become the busiest approach control facility in the world. It will control traffic to and from the three New York metropolitan airports: John F. Kennedy, LaGuardia and Newark, and to and from over two dozen smaller airports. The facility is equipped with an expanded ARTS III radar. Currently this equipment is pumping alphanumeric--flight data tag information--to BRITE displays in major metropolitan airport towers.

ALASKAN SAFETY RECORD SET

A peak flying time safety record was set recently in Alaska when nobody banged up an airplane for seven days running. The accident-free string began June 2 after a non-fatal crash of a Cessna 170. It ended, ironically, with another non-fatal Cessna 170 accident on June 9. FAAers in Alaska emphasized that going seven days without an accident in winter is not unheard of because the weather can keep everyone on the ground for

extended periods. But they say its never been done before in summer--the time of the midnight sun--when there is a great deal of flying in the arctic.

EVERYTHING'S UP-TO-DATE IN ATLANTIC CITY

Dedications have become almost a way of life at the FAA Technical Center (formerly NAFEC) near Atlantic City, N.J. The new heliport was dedicated on May 28, the new building complex on May 29 and, most recently, the new fire research facility on June 20. The fire research building is billed as the largest Government-owned facility of its kind with a test area that is 185 feet long, 74 feet wide and 50 feet high. It will permit FAA scientists and engineers to run indoor fire tests on aircraft as large as modern jumbo jet without worrying about interference from wind or weather. Previously, such tests could only be run outdoors and frequently were postponed or cancelled because of adverse conditions.

ICAO SEEKING CHIEF

The following three to five year assignment is now available in Montreal with the International Civil Aviation Organization: Chief, Recruitment and Placement Section. Salary, gross, \$29,940 and net--free of tax--\$20,209 without dependents and \$21,756 with dependents. Applications due in API-19 by August 14. Information about salary, duties, qualifications, applications and benefits available at personnel offices. For further information contact Marilyn R. Fobbs or Connie Smith.



FOUR GET TOP AWARDS

For developing a common strategy flightcrew training program demonstrating what the crew should do if hijacked, four FAA employees have been awarded the agency's top award, the Administrator's Superior Achievement Award. Those receiving the award on June 16 from Deputy Administrator Taylor were: John M. Hunter, Acting Chief, Air Operations Security Division, ACS; Walter Korsgaard, Explosives Security Specialist, Technical and Cargo Security Division, ACS; Sue F. Silverman, Chief, Plans and Audio Visuals Division, APA; and Evan W. Pickrel, Psychologist, Biomedical and Behavioral Sciences Division, AAM. The program generated by the four is a 30 minute slide/tape cassette training aid, which is endorsed by the Federal Bureau of Investigation, the Air Transport Association and the Air Line Pilots Association. The training aid has contributed significantly to increasing the cooperation between these groups and FAA during hijack emergencies. The team that made this aid a reality was particularly commended for both their individual and cooperative accomplishments.

ALL INVITED FOR DINNER

The public is invited to the installation dinner meeting of the Federal Aviation Toastmistress Club which will be held at Hogates Seafood Restaurant on June 28. Social hour starts at 5:00 and dinner at 6:00 p.m. For reservations, call Ruby Jones, x68256 or Corrine Willis, x67200.

DR PAKULL HONORED

Dr. Barton Pakull, Chief Psychiatrist, in the Office of Aviation Medicine, has been honored by the Aerospace Medical Association for his work in alcoholism and other areas. Pakull received the association's Raymond F. Longacre Award for "outstanding accomplishments in the psychological and psychiatric aspects of aviation medicine." In addition, he was cited "for his principal role in the development and administration of a national, progressive, and highly effective program of rehabilitation and recertification for airmen suffering from alcoholism."

TIME TO GIVE BLOOD

The Red Cross blood mobile will be at Headquarters on June 24, 9:30 a.m. to 3:00 p.m. in rooms 5 ABC. Anyone in good health, aged 17 through 65, weighing at least 110 pounds may give blood. All employees are urged to donate. The Office of Aviation Medicine reminds readers that blood is like a parachute: those who don't have when they need it, may never need it again.

"AVIATION NEWS" COMMENDED

"For outstanding contributions to flight safety," David Gelfan, Editor, and the staff of "Aviation News" were awarded the Vincent F. Zelenka Safety Award by the Mid-Atlantic Pilots Association on May 27 in Tatowa, N.J. The award is given annually to an organization contributing significantly to aviation safety.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-26 June 30, 1980

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Dick Rice

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DARC SET FOR FIELD TRIALS

If all goes well with the 60-day evaluation of the Direct Access Radar Channel (DARC) this fall at the Chicago and Washington centers, FAA will begin commissioning this computerized radar back-up system in January 1981. The agency then will proceed with an accelerated implementation schedule aimed at bringing all 20 domestic centers on line by June 1981. DARC will put some of the same essential flight information on the radar display as generated by the primary computerized system, and the facility will be able to switch to DARC in the event the primary system fails or is shut down for maintenance. Eventually, DARC will permit the present "broad-band" radar back-up system in the centers to be phased out completely.

TRAINING SELECTIONS NAMED

Thirteen FAA employees have been selected for the agency's 1980-81 long-term training programs, which provide a year of graduate-level studies at various educational institutions throughout the country. Selected for executive training programs and for the senior service schools were: Audrey L. Simmons, (Continued on page 3)

BLUE RIBBON PANEL REPORTS ON FAA CERTIFICATION

The special Blue Ribbon panel of outside aviation experts that has been evaluating the way FAA certifies transport aircraft at the request of Secretary Goldschmidt and Administrator Bond has concluded that the system can be no better than the people who administer it. Calling this the "central finding" of its six-month investigation, the panel said, "the technical competence and up-to-date knowledge required of people in the FAA have fallen behind those in industry." The panel recommended a number of FAA organizational changes to help attract outstanding airworthiness specialists to the agency. These include the establishment of a central engineering organization "staffed by technical personnel of the highest competence, responsible for type certification and to participate in rule making." Regarding FAA's use of Designated Engineering Representatives in the certification process, the committee said this arrangement was "not only appropriate but indispensable" and recommended its continuation. On the other hand, the panel noted its concern with "what appears to be a trend toward placing (Continued on page 2)

BLUE RIBBON (From page 1)
more and more reliance on the manufacturer in the course of type certification." It said the FAA staff in most cases performs only a " cursory review " of the many certification documents submitted to it, and this review focuses too often on details at the expense of closely evaluating overall design concepts. It recommended a more thorough and different kind of review that would be conducted at key certification milestones or checkpoints by an upgraded FAA technical staff. The panel also faulted FAA regulations that permit manufacturers to demonstrate that certain structural failures simply cannot occur and, thus, need not be considered in the certification process. Recommending an end to this practice, the panel said there is no way to guarantee that structural integrity won't be compromised by forces outside the design environment, such as maintenance-induced damage, cargo-induced damage or even faulty quality control during production. Turning to maintenance, the committee found "wide differences in the practices of the FAA maintenance and avionics inspectors," noting that too many view their role as a passive one. It urged FAA to increase surveillance of airline maintenance operations and make increased use of a team approach for frequent and unannounced inspections. The panel also criticized the present standards for certification of aviation mechanics, calling them "outdated and of limited effectiveness" and recommended that they be overhauled. It also wants FAA inspectors rotated periodically so they can maintain their independence and objectivity.

Still another recommendation calls for full coordination between FAA, airlines and manufacturers on any significant departures from approved maintenance programs. On the question of "opening" the certification process, the panel backed the public's right to be heard on certification issues but said the Type Certification Board itself should remain an exclusive FAA function. Finally, the panel said the Secretary of Transportation needs an objective group of policy advisors to conduct periodic oversight reviews of FAA activities. It also wants this policy board to make recommendations for the FAA Administrator and Deputy Administrator posts and says the President should fill these jobs from the slate of candidates provided by the policy board or a similar group of experts. Actually the agency already has initiated many of the panel's recommendations. For instance, the agency has instituted a special program, the National Resource Specialist Program, to recruit outstanding new engineering talent. It also has completely reorganized its internal safety organization and added a new Associate Administrator responsible for overall safety. In addition, the agency has adopted the "lead region" concept for certification activities. The Blue Ribbon panel was appointed by the National Academy of Sciences last December. The 13-member panel was chaired by George Low, President of Rensselaer Polytechnic Institute and former program manager of NASA's Apollo space program.

TRAINING

(From page 1)

Executive Development candidate = Maxwell Mid-Career Development Program at Syracuse University; John W. Baier, Executive Development Program - Industrial College of the Armed Forces, Ft. McNair, Washington, D.C.; and Grant R. Peters, Chief, Accounting Division, Central Region, Air War College at Maxwell AFB, Alabama. Those enrolled in the Air Transportation Systems Specialist Program, University of California at Berkeley are: Joaquin Archilla (ASO), Terry K. Brown (ACE), Jocelyn Ann Nakashima (APC), Gregory N. Sweeney (ANE), Thomas E. Thompson (AAL), and Howard S. Yoshioka (AWE). Participants in the Education for Public Management (EPM) Program and the graduate schools they will attend are: Jamil A. Abbasi (AAF) and Ruth Ann Smith (ASW) - Harvard University, and Daniel J. McGrath (ALG) and Hector E. Colon (AGL) - University of Virginia. The selection process for 1981-82 programs will begin with the distribution of the agency's Long-Term Training Announcement Notice in late August. All employees, GS-11 and above, who meet specific program requirements are eligible to participate. Those seeking further information should contact the Training Branch in their jurisdiction.

WHAT ELSE IS NEW?

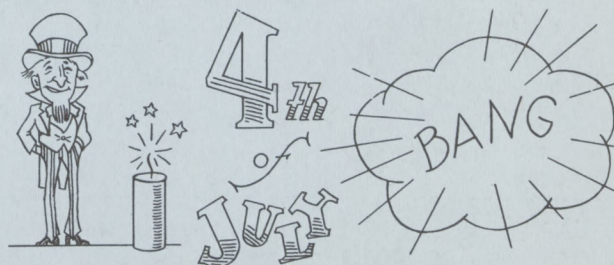
This example of FAA-speak recently fell into the hands of Intercom's prose czar: "Aircraft operators, including the air carriers and general aviation, are the primary users of the airport and airway system." We might say with equal justice that ships are the primary users of the St. Lawrence Seaway, but why bother?

CESSNA SENDING GUIDE TO ATC FACILITIES

A complete guide to all Cessna aircraft will be mailed to each FAA air traffic facility in the very near future. The guide is about the size of FAA World, with two pages devoted to each of Cessna's 33 models. Data includes a large, clear photo of each plane in flight, three-view engineering drawings, key measurements and performance figures. Cessna is sending two copies to each center, tower and flight service station and will try to accommodate requests for additional copies.

WE KNEW IT ALL ALONG

FAA WORLD won first prize in a national publications competition this month. Termed "an outstanding contribution" by the judges of the Blue Pencil Publications Contest sponsored by the National Association of Government Communicators (NAGC), the magazine was awarded a blue ribbon in the category of "house organs." The issue submitted was that of October 1979, which was titled "Fueling Our Tomorrows." The contest drew 530 entries in a dozen categories that ranged from speeches and news releases to newspapers and magazines. The NAGC is an organization of writers, editors, information specialists, designers and printing officers who work for federal, state, county and municipal governments.



SAFETY COURSES OFFERED

For employees seeking professional competence and advancement in the safety profession, the University of Southern California is offering three safety courses in the Washington, D.C. area:

- Structural Safety and Failure Analysis
 - Principles of System Safety Management
 - Statistical Methods for Safety
- Classes are held in the Crystal City complex in Crystal Plaza Building No. 6, accessible by Metro Subway. Also ample free parking is provided in the basement. Classes run July 28 thru Sept. 10, two nights a week, 5:30 - 8:30 p.m. These courses are part of the USC's Master of Science degree program. However, individuals seeking professional upgrading to broaden their safety knowledge may enroll as non-degree students. Federal agencies are authorized under the Government Employee Act of 1958 to pay tuition costs and other fees if courses to be taken are related to job or mission requirements, present or future. Registration is now open by mail. For full details and a free information kit, call 521-5025 or 321-7057.

AWARDS AND REWARDS

Metropolitan Washington Airports has presented Special Achievement Awards to Walton L. Kimble, Maintenance General Forman, and Lewis Q. Williams, Chief, Structures and Grounds Branch.

RIDESHARING CENTER OPENED

The Department of Transportation has opened a National Ridesharing Information Center to offer help to companies and state and local governments in setting up or enlarging carpool and vanpool programs for their employees. Callers can talk to ridesharing experts on 426-2943. In addition to handling phone inquiries, the center, which is located in DOT's headquarters building, also provides materials and technical data on ridesharing to public and private employers, state and local ridesharing agencies, trade associations and other groups.



NATIONAL SAVES FUEL

Washington National Airport has not only met but also has exceeded the President's directive of April 1979 to reduce automotive fuel by at least 10 percent. For the 12 month period from June 1, 1979, to May 31, 1980, National's consumption was 24 percent below the previous year. This equates to slightly more than 24,000 gallons of fuel saved over the past twelve months.