

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-27 July 7, 1980

THE NEWS IN BRIEF

The new Radar Training Facility at the FAA Academy will be dedicated on July 18. The facility contains en route and terminal labs which are virtually identical to operational towers and centers and will permit students to gain valuable training experience handling "real world" ATC problems. However, the targets on the student's radar displays will be generated by computers installed in the facility basement and "flown" by a highly-trained group of physically handicapped FAA employees who were especially recruited for the job.

● Remember Betty Gatliff, the FAA medical illustrator at the Civil Aeromedical Institute who became something of a national celebrity for her work in reconstructing the faces of accident and murder victims? Well, she's retired now but still doing her thing in consultation with another CAMI retiree, Dr. Clyde Snow. According to the Chicago Tribune, B.G. is reconstructing the faces of nine unidentified victims of convicted murderer John Wayne Gacy at her home laboratory in Norman, Okla. Gacy was sentenced to death in March for murdering 33 young men and boys and burying most of them under his suburban (See page 2)

COMPUTER OUTAGES RESURFACE ON CAPITOL HILL

There was a sense of deja vu about the whole operation. On the one hand were Congressional critics focusing in on specific instances of ATC computer failures and voicing gut feelings that the entire system was going to hell in a handbasket. On the other hand was a cadre of top FAA officialdom, armed with charts and graphs and statistical tables, trying to assure the committee that it just ain't so. Administrator Bond led off for FAA and rebutted "the idea that we are experiencing increasingly greater problems in the performance of our air route traffic control center computers." Actually, the Administrator said, "The record shows clearly that our efforts to reduce system interruptions have worked. We have experienced fewer startovers, fewer outages and the total time of unscheduled outages also has dropped." And Mr. Bond had statistics to back up his claim. For example, he said, unscheduled interruptions lasting less than one minute dropped from 14,166 in 1977 to 8,483 in 1978 to 6,651 in 1979. Moreover, he noted that there had been a similar decline in the number of unscheduled outages of one minute or more. These dropped from 1,536 in 1977 to 1,146 in 1978 to 873 in 1979. (See page 2)

BRIEFS (From page 1)

Chicago home. Wonder what B.G. does for laughs. ● The agency will hold a public meeting on its planned updating of helicopter certification and operating rules on August 18-20 in Washington, D.C. The three-day conference was scheduled after the Helicopter Association of America and the Aerospace Industries Association asked to meet with FAA officials to clarify their views on certain key regulatory changes under consideration. For additional information write AVS-22 or call 202-755-8714. ● A new FAA report says that alcohol continues to be a problem where the general aviation safety record is concerned. Year in and year out, the report notes, alcohol is a cause or factor in 16 percent of fatal general aviation accidents. Moreover, the report holds out little hope for improvement because it says almost one-third of general aviation pilots included in a recent survey thought flying soon after drinking was okay, despite FAA's eight-hour bottle-to-throttle rule. Check distribution for "The Current Role of Alcohol As A Factor in Civil Aircraft Accidents," FAA-AM-80-4. ○ A pamphlet that offers Federal employees some common sense suggestions on how to keep cool on the job this summer has been published by the General Services Administration. For example, men are urged to shed jackets and ties and wear cool sport shirts and lightweight slacks. The best bets for women are loose blouses and dresses, with head-retaining stockings a definite no-no except for the most formal occasions—when the men are sweltering in their three-piece suits. The pamphlets will be distributed to all Federal employees in the near future.

COMPUTERS

Other FAA spokesmen provided even more details. Bond concluded the hearing before a House Government Operations Subcommittee by challenging Rep. Robert Whittaker to prove his charges that the agency has been covering up or falsifying data on computer outages. The Kansas Republican so far has refused to turn over any data to FAA.

O'HARE EARNS BOND'S KUDOS

One facility that did experience a computer problem recently was Chicago O'Hare which lost its new ARTS III-A system for more than a week because of a software problem. But controllers didn't let that stop them from moving a record volume of traffic for the year. That, in turn, prompted a June 27 telegram from Administrator Bond to the Great Lakes Regional Director that said: "I have just learned that on Tuesday (June 24) the O'Hare TRACON controllers safely handled a record for 1980 of 2,963 IFR operations even though the computer had been down since last Friday. I also understand that FAA personnel at O'Hare, despite a closed runway, safely handled 2,223 operations yesterday—108 more than on an average day. Please pass my thanks and congratulations on to all involved for an outstanding job."

TRAINING PROGRAM PARTICIPANTS GET NEW ASSIGNMENTS

Just to show that good things do happen to people who participate in the agency's long-term training programs, here's a listing of the assignments given the latest crop of graduates. Wendie F. Chapman, who entered the Air Transportation System Specialists (ATSS) Program as a GS-11 electronics technician at the Birmingham, Ala., AF Sector, was promoted to a GS-12 general engineer in the headquarters Office of Airworthiness. Even those who did not receive an immediate promotion, were given jobs that took them another step up on their career ladders.

Robert L. Craig, for instance, a GS-13 AF general engineer in the Western Region before entering the ATSS program, was named Chief of the Display and RML Unit at the FAA Academy. Other ATSS Program participants, listed with their old and new jobs are: ● Euna L. Edwards--from GS-14 electronics engineer, Airway Facilities Service, to GS-14 Assistant Branch Chief, AF Division, Eastern Region.

● Jeffrey S. King--from GS-12 planning specialist, Aviation System Plans, to GS-13 program analyst, AT Division, Western Region.

● W. Peter Kochis--from GS-13 supervisory electronics engineer, AF Sector, Omaha, Neb., to Assistant Branch Chief, AF Division, Eastern Region. ● James Wayne Langston--from GS-12 electronics engineer, AF Division, Southern Region, to GS-13 Aviation Safety Inspector, FS Division, New England Region. ● David F. Morse--from GS-13 Assistant Sector Manager, Juneau AF Sector, Alaskan Region, to GS-14 Program Analyst, Airway Facilities Service. Education for Public Management (EPM) Program participants with their old and new positions are:

- William B. Ashworth--from GS-14 aerospace engineer, FS Division, Great Lakes Region, to GS-14 Chief Project Staff Manager, Aircraft Engineering Division, Western Region. ● LaVerne F. Collins--from GS-11 Realty Specialist, Logistics Division, Alaskan Region, to GS-12 International Aviation Analyst, Office of International Aviation Affairs.
- Robert J. Drake--from GS-14 general engineer, Airway Facilities Service, to GS-14 Sector Field Area Manager, Albuquerque AF Sector Southwest Region.
- Mary L. Dubois--from GS-12 Employee Development Specialist, Personnel Management Division, Great Lakes Region, to GS-12 Personnel Management Specialist, Personnel Management Division, Great Lakes Region. ● Robert J. Woods--from GS-14 Operations Research Analyst, Air Traffic Service, to GS-15 Chief, Management Studies Branch, Office of Management Systems.

CONFLICT OF INTEREST AVOIDED

Four FAA employees have been ordered to dispose of certain stocks that could have caused a conflict-of-interest and eroded public confidence in the Government. In none of the four cases was the employee considered to have acted improperly. The employees and the stocks they disposed of were: ● an aerospace engineer with engine certification responsibilities--stocks in two major engine manufacturing companies and one oil company; ● an electronics engineer with specification writing responsibilities--stocks in two electronics manufacturers; ● an operations inspector--stocks in two Part 121 certificate holders; and ● a program management specialist--stocks in two Part 121 certificate holders.

July 7, 1980

FAA GETS CFC MERIT AWARD

The agency has received the Combined Federal Campaign Merit Award for collecting contributions of nearly \$119,000 in this year's National Capital Area Campaign. The award is the second highest given by CFC. About 70 percent of the agency's Washington area employees supported the drive with contributions that averaged about \$65. The award is on display in the lobby.



The Combined Federal Campaign's Merit Award is held by Deputy Administrator Quentin Taylor who accepted the award for the agency. With him are, from left, Keith McDonald and Barbara Foor, coordinators to the campaign vice chairman; Taylor; and Sieg Poritzky, Director of the Office of Systems Engineering Management and campaign vice chairman.

FLY-IN DATE SET

The Experimental Aircraft Association's annual fly-in and sport aviation exhibition will be held this year on August 2-9 at Wittman Field, Oshkosh, Wis. Featured will be a salute to aviation pioneers like Matty Laird and Jimmy Doolittle who designed and piloted aircraft of the 1930s. On hand at the fly-in will be an exact replica of Laird's "Super Solution", which is the plane Doolittle piloted to victory in the 1931 Bendix Trophy Races.

TOASTMASTERS MEET

For FAAers who want to improve their public speaking and communication skills, the Toastmasters Club meets the first and third Tuesday of each month. More information is available from Hal Becker, ext. 68777.

THANKS FOR THE BLOOD

The FOB-10A Bloodmobile for June, 24 and 30 had an outstanding turnout. In all 215 employees donated some of their life-sustaining fluid to help others. Because of the superb support, program coordinators wish to thank each and every donor.

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DEPARTMENT OF TRANSPORTATION
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80-28 July 14, 1980

THE NEWS IN BRIEF

Plans to dismember Howard Hughes' famed "Spruce Goose" have been shelved temporarily to give admirers of the huge wooden flying boat an opportunity to find it a new permanent home. Support for preserving the eight-engine aviation curiosity has been growing steadily in recent weeks, and the California legislature has put an official stamp-of-approval on the movement by declaring the airplane a "historically significant object." Still, time is running out for the big flying boat, which must vacate its Long Beach hangar by the end of summer to make way for a new oil dock. And so far, the ad hoc group trying to save the craft has raised only a small percentage of the needed funds.

• Scheduled airlines around the world carried 747 million passengers in 1979, an increase of more than 10 percent over the 1978 figure. According to statistics released by the International Air Transport Association, 589 million passengers were carried in domestic operations and 158 million on international flights. All figures include operations in the USSR.

• The agency has suspended the certificates of the pilot and co-pilot who mistakenly landed at MacDill AFB instead of Tampa Airport recently. (See page 2)

BOND ARGUES FOR STIFFER FINES

Once upon a time, a civil penalty of \$1,000 made pilots and aircraft owners think twice, even more, about violating FAA rules. That was back in 1938 when a dollar was a dollar, and 1,000 of them would buy a brand new car with something left over. Today, a civil penalty of \$1,000 is "little more than a nuisance to many operators" because a dollar's not a dollar anymore, and 1,000 of them will only buy what \$190 did in those years before the Big War. So the Carter Administration is asking Congress to boost the maximum civil penalty from the \$1,000 level set by the Civil Aeronautics Act of 1938 to \$25,000 and also to give FAA the authority to seek criminal penalties for "knowing and willful violations." Testifying on the Administration's bill before a Congressional committee recently, Langhorne Bond cited case after case in which airline aircraft were dispatched with known safety defects, because the prospect of a \$1,000 penalty was almost meaningless compared to the revenue generated by putting such aircraft in service. Bond argued that increasing the penalty level would reestablish an "economic disincentive" to such activities. "The mere fact that an otherwise profitable (See page 2)

BOND(From page 1)

operation could turn unprofitable upon discovery of safety violations would help stem the illegal activities we have fought against so long," he added. "More important," he continued "putting a significant dent in the number of safety violations would save lives."

BRIEFS(From page 1)

The pilot's "ticket" was lifted for 30 days and the co-pilot's for 15. ● The agency has published the third edition of the "Guide to FAA Publications," listing more than 5,000 available items, including aviation safety regulations, advisory circulars, technical reports and aviation education materials. The 58-page guide also lists many aviation-related materials published by other Federal agencies. ● FAA has abolished its Flight Standard's Director in name as well as in fact. Recognizing the reorganization already completed, FAA has amended various Federal Aviation Regulations to redelegate authority formerly held by AFS-1 to the Director of Flight Operations or the Director of Airworthiness, as appropriate. The changes are effective September 30. ● Citing safety considerations, FAA has dropped a 1976 noise-reduction proposal that would have required pilots to delay lowering flaps to the landing position until they were below an altitude of 1,000 feet. Comments on the proposal convinced FAA that the rule would cause operational problems during critical stages of flight and therefore would "not provide acceptable levels of safety."

IMMUNITY CLARIFIED

The legal department thinks some clarification is needed on the reference to controller immunity in the June FAA World article on enforcement. Here it is: The applicability of the immunity modifications to controllers has not been decided finally. An arbitrator has ruled that under the terms of the FAA-PATCO Labor Agreement, the immunity provisions cannot be changed without negotiation with PATCO. The agency has appealed the arbitrator's award and, in the meantime, the modifications do apply to controllers.

SIMULATORS IN---ACCIDENTS, WASTE AND NOISE OUT

The agency has adopted a rule which will increase training, checking and certification of airline pilots in advanced simulators. The move was taken to increase safety, save fuel and cut noise. The new rule outlines a three-step program for airlines to follow in upgrading their flight-simulation capabilities. The first phase of this program can be conducted in existing advanced simulators. It permits pilots to meet various training requirements in simulators, such as the "recency of experience" requirement. The second and third phases will allow increasingly demanding tests and transitions to be "flown" in simulators, which means FAA inspectors can give most flight checks without leaving the ground. FAA estimates that up to 73 million gallons of fuel may be saved by the new rule, depending on the actions of the individual airlines.



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PHOTO CONTEST

You're where the action is and we want you to capture it on film for the readers of FAA World and other agency publications. So, turn on your creativity and turn out a winner!

PHOTO CONTEST RULES

Who Can Enter

Any FAA employee on the rolls when the awards are announced on September 29, 1980.

Photo Categories

1. FAA employees on the job.
2. FAA facilities/equipment.
3. Any facet of civil aviation.


Prizes

Nine prizes will be awarded, three in each of the above categories:

GRAND PRIZE -- \$200 Series EE Savings Bond
1st Runner-Up -- \$100 Series EE Savings Bond
2nd Runner-Up -- \$ 50 Series EE Savings Bond

No employee may win more than one prize.

- more -





How to Enter

Entries must be submitted as 8x10 black and white glossy prints. Fill in the information requested below (print or type, please) and tape the form (or a copy) to the back of each entry. Be sure to indicate which of the three categories--only one per photo--you wish to enter. Please do not submit negatives. Entries should be sent to the Office of Public Affairs, APA-1, FAA Headquarters. The deadline for receiving entries is September 15, 1980.

Judging

Photos will be judged by a panel selected by the Assistant Administrator for Public Affairs, APA-1.

Special Note

Winners must submit original negatives, which will be returned. In addition to the winning entries, we anticipate receiving many excellent photos, which will subsequently appear with credit lines in agency publications. So, we ask that all contestants retain negatives of entries for at least a year.

Photo Category No: _____

Name of Contestant: _____

FAA Address: _____

Telephone No. _____

Brief Description of Photo (include such details as location, type of facility/equipment, names of people whenever possible, and other identifying information): _____



CHARLESTON TOWER COMMISSIONED

Another four-legged FAA Air Traffic Control Tower was commissioned July 10 at Charleston, S.C. The new \$3.5 million tower stands 168 feet high and will be staffed by some 49 controllers and support personnel. It is equipped with the latest automated air traffic control equipment--the Automated Radar Terminal System (ARTS II). An Airway Facilities Sector Office with a staff of 43 will keep this and other complex electronic equipment working at peak efficiency. The Charleston tower is the sixth of the four-legged design to go operational. Others are at Dallas/Ft. Worth; Atlanta; Charlotte, N.C.; Phoenix, Ariz.; and Colorado Springs, Colo.

VISUAL SEPARATION BACKED

FAA has told the National Transportation Safety Board that the use of visual separation in terminal areas is a "viable concept in most situations." However, the agency said it plans certain procedural modifications "that would reinforce the safety aspects of visual separation without significantly impacting the many positive aspects of the concept...." FAA's response was directed at an NTSB recommendation submitted after the San Diego midair collision. The Board suggested that visual separation be used in terminal control areas and terminal radar service areas only when a pilot requests it, except for sequencing on the final approach with radar monitoring. It also asked for a re-evaluation of the use of visual separation in other terminal areas. In its reply, FAA said the visual separation procedure is being revised to require controllers to (1) receive pilot acknowledgment that the traffic is

in sight prior to the application of visual separation, (2) advise the pilot of the other aircraft's intentions if they are not obvious and (3) advise the pilot if the radar targets appear likely to converge. In addition, the agency said it is preparing a training film that advises pilots of their roles and responsibilities when operating in the ATC system, including their roles in visual separation procedures. Certain changes also will be made in the Airman's Information Manual to help clarify the subject.

SEASON OF STORMS IS HERE

Summer means thunderstorms and thunderstorms, in turn, can spell big trouble for pilots. A case in point was the non-instrument-rated pilot of a Piper PA-28 who was tooling along on a flight from Boston to Bridgeport, Conn., last month, blissfully unaware of the severe weather building up around him. Bridgeport already was inundated by a line of thunderstorms that was moving across all of southern New England. Westchester, N.Y., also was IFR, as were Providence and Quonset. When the pilot realized his predicament and contacted the Quonset NAS approach control facility, controllers Howard L. Barte and Charles R. Harris suggested he return to Boston. But the pilot had only seven gallons of fuel, and that gave Barte and Harris only one option. They had to guide the pilot into Providence Airport, which then was reporting a ceiling of 500 feet and visibility of only three miles. They did and the plane broke out of the overcast with the airport in plain sight and made a safe landing... In June, 226 flight assists were reported--90 by FSSs, 94 by towers and 42 by centers. A total of 378 people were reported on the aircraft involved.

UPWARD MOBILITY PROGRAM REGISTER NOW OPEN

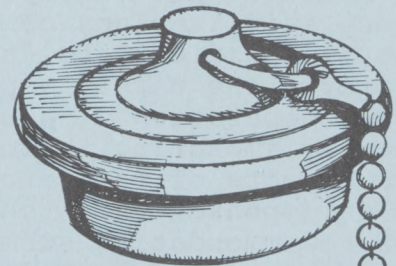
Employees, GS-4 through GS-8 and wage system equivalents, can now apply for the Upward Mobility Program Register. Eligible candidates have until July 29 to file SF-171s and supervisory evaluations with the Training and Career Development Branch, APT-130, Room 515A. An hour-long briefing explaining the program will be held for potential applicants in Conference Rooms 7 ABC at 10 a.m. on July 18. Eligible candidates who apply for the program will be required to participate in an assessment center which is constructed to gauge the candidate's ability to perform in a new career field. The assessment center will take place between July 31 and August 6. An Upward Mobility Program Register will be established and will consist of not more than 25 of the best qualified candidates. Those on the register will be considered for positions as they become available throughout the life of the register. For further information, contact Norm Schwartz or Cathy Bracy on x63320.

AIR FORCE NOW" SHOWING

The U.S. Air Force invites all FAA employees to an "Air Force Now" production, scheduled to be shown in the FOB-10A auditorium at 12:15 p.m. on July 21. Subjects to be covered by the film include "Tokyo Raiders," "C-141B" and "Wild Weasel."

AWARDS AND REWARDS

The Office of Accounting presented a Quality Increase Award to Linda D. Brown, and Special Achievement Awards for sustained superior performance to Gloria H. Davis, Eugene R. Helfer, and Elise D. McIntosh. In addition, the following employees were granted a Certificate of Achievement from the Associate Administrator for Administration for their work on the design, development, and implementation of the Uniform Payroll System (UPS): Morgan H. Baker, Jr., George N. Bishop, John W. Brown, Jr., Gloria J. Cleveland, James L. Conrad, George Fineberg, Mary Good, Donald E. Hansen, Bernice M. Harris, Elsie N. Hauge, William E. Hood, Lee A. Mowery, Angelena E. Ross, Evelyn T. Ryles, Juanita E. Stewart, David Thomas, Ronald L. Wilson, Alice I. Wood, Deborah O. Wray, and Maurice R. Yarborough.



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FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-30 July 28, 1980

THE NEWS IN BRIEF

Aircraft delays in the air traffic control system were down 4.5 percent during the first six months of 1980. FAA figures show 29,425 system delays over 30 minutes in the January-June time frame this year, compared with 30,809 in the first half of 1979. As usual, weather was the major culprit, accounting for 84 percent of all delays, the same level as in 1979. However, delays attributed to traffic volume were down from four to two percent. ● The agency has a new addition to its inventory of airport traffic control towers. The new turn-key facility at the Lawrence, Mass., Municipal Airport was turned over to FAA on July 11, with New England Regional Director Robert Whittington presiding at the ribbon-cutting ceremony. It goes operational on August 18 on an eight-hour-a-day, seven-day-a-week basis. ● FAA futurologists have set October 21 as the date for their annual Aviation Forecast Conference. One of the highlights of the Washington meeting will be the release of the agency's "Aviation Forecasts" for Fiscal Years 1981-1992. Also on the agenda are speeches by Langhorne Bond and CAB Member Elizabeth Bailey.

● Dr. Roger C. Smith, Chief of the Clinical Psychological Research Unit, Civil Aeromedical Institute (CAMI) at the Aero (See page 2)

FIRST BUY ARTS II DELIVERED

Another milestone in the Automated Radar Terminal System (ARTS II) program was passed July 7 with the delivery of the 74th and last unit included in the initial buy from the Burroughs Corp. of Paoli, Pa. The equipment went to the new solar-heated control tower at the Springfield, Ill., Airport. Deliveries of a second buy of 16 ARTS IIs will begin in October. The first three will go to Bakersfield and Santa Barbara, Ca., and Hilo, Hawaii. To date, 58 ARTS IIs have been commissioned at medium-intensity airports around the country. ARTS II provides a read-out of essential flight information on the controllers' radar display.

COMMUTER SAFETY STRESSED

The National Transportation Safety Board has commended FAA for its recent efforts to upgrade the safety level of commuter airlines but says more needs to be done to put the commuters in the same league as large airlines as far as safety is concerned. Specifically the Board recommended that FAA train an adequate number of specially-trained inspectors to enforce the new, stricter regulations. This recommendation and others, covering commuter airline operations and airports, grew out of a major commuter (See page 2)

BRIEFS

(From page 1)

Center was killed in an automobile accident on July 14. A PhD in Psychology from the University of Kentucky, he joined the agency in 1968. An active pilot, he was known internationally for his studies of work motivation, anxiety and stress in air traffic controllers. ● The experimental Automatic Pilot Advisory System (APAS) being tested by NASA at the Manassas (Va.) Municipal Airport is going well according to local users. Besides giving weather summaries every two minutes, the system broadcasts airport traffic advisories every 20 seconds. The computer-generated voice speaks in clipped, robot-like tones but is easily understood. Pilots can tune in APAS on 123.2. Since it's a system that can "talk" but can't "hear," pilots transmissions are not permitted on this frequency. ● The National Transportation Safety Board has issued a series of safety recommendations to correct "human engineering problems" in the Beechcraft Bonanza and Baron aircraft. According to a Board study, these two models have accounted for a disproportionate number of inadvertent landing gear retraction accidents. The Board said this was largely due to cockpit design deficiencies in the planes which can lead pilots to confuse the landing gear and flap controls. The Board has urged FAA to require specific changes in the cockpit.

COMMUTER

(From page 1)

airline investigation by the Board. Additional NTSB recommendations to FAA were:

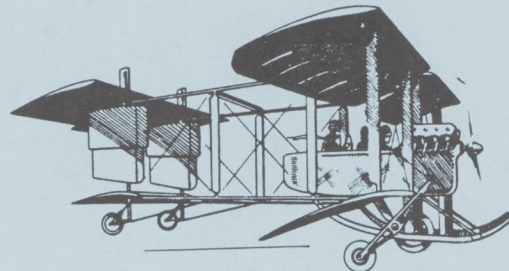
- Require a minimum number of multi-engine flight hours for the pilot in command of a multi-engine commuter aircraft.
- Require than an aircraft's

empty weight and center of gravity be determined more frequently.

- Expand the airport development program to support the development of commuter airports and equip commuter-served airports with instrument landing systems (ILSs).

FAA ORDERS INSPECTION OF WIDELY USED ENGINE

FAA has ordered inspection of the front hub of the rear compressor on all Pratt & Whitney JT8D engines. The order, which affects approximately 4,500 engines on approximately 1,650 airplanes in the U.S., was issued after one of the hubs disintegrated while the aircraft was on take-off roll and cracks subsequently were found on the hubs on two other engines. The order calls for inspection of the hubs on a timetable based on the number of cycles on each engine, with those with the most cycles having to be inspected first. The JT8D is the most widely used turbo-jet engine in the world, powering the Boeing 727 and 737 and the McDonnell-Douglas DC-9.



PANAMA TRANSITION SIGNED

The formal Panama Transition Implementation plan has been signed by Southern Regional Director Lou Cardinali and the Panamanian Director of Civil Aviation. This plan underscores the aviation agreement signed last year by Administrator Bond. According to the plan, the International Flight Service Station will be transferred to Panama in two years, the Center in four years and the radars in five years. Panamanian controllers and technicians already are being trained to take over the facilities and are replacing FAAers as they reach full-performance status. In a related action, Cardinali signed an agreement, effective July 1, transferring all remaining FAA housing units in Cardenas Village, to the jointly governed Panama Canal Commission. This action is expected to save the agency about \$360,000 a year in maintenance, utilities and personnel costs.

WEATHER CITED IN DC-10 CRASH

The New Zealand Office of Air Accidents Investigation has blamed the weather and the flight crew for the Air New Zealand DC-10 crash in Antarctica last Nov. 28. The report, written after an international team investigated the accident (see the March 1980 FAA World), concluded that the accident was caused by "whiteout conditions" and crew errors. The probable cause of the accident was listed as "the decision of the captain to continue the flight at a low level toward an area of poor surface and horizon definition when the crew was not certain of its position..." Investigators found no problem with the DC-10 itself or its equipment.

JULY 'WORLD' EXPLOSIVE ISSUE

This month's issue of World features Mount St. Helens and its impact on FAA and aviation--which is a continuing story as last week's eruption reminded us. Included are an eyewitness account by FAA's Jack Wichels, Jr. of the volcano's impact on FAA facilities in the Northwest Region and an editorial by a Pulitzer Prize winner commending the agency's quick and thorough response to the initial eruptions. Also in the July issue is a colorful description of the aviation safety problems created by the use of aircraft in narcotics smuggling. And, look for a new regular feature that brings you up to date each month on what happened to a particular research project after it left the drawing board.

CONTROLLERS NOT LIABLE

The Alaskan Superior Court has dismissed law suits against four controllers on the grounds that controllers, acting within their official duties, are immune from personal liability. The suits stemmed from the February 1977 crash of a U.S. Army aircraft at Mt. Iliamna, Alas. Although the state court's judgment is not binding outside of Alaska, it does tend to establish a precedent which may be followed elsewhere. At the time the judgment was rendered, the controllers were represented by a U.S. Attorney who was assisted by FAA attorneys. According to Alaskan Regional Chief Counsel, Donald H. Boberick, there has been no indication that the case will be appealed.

DOORS CLOSED EARLIER

DOT is securing all lobby doors, except one, in the southeast corner of the Nassif Building at 4:30 instead of 6 p.m. One automatic door there that opens onto the plaza will remain unlocked until 6 p.m. to accommodate people leaving the building late. Entrances in the southwest corner are open 24 hours a day. The southeast corner doors are being secured early so that a guard can be freed to conduct interior patrols starting at 4:30 p.m. when a number of areas on the upper floors are unoccupied. Signs will be posted advising people to enter the building via the lobby in one of the other corners.

AWARDS AND REWARDS

The Office of Airway Facilities Service presented a Quality Increase Award based on Outstanding Performance Rating to Janice Y. Gibson.

RESTROOMS RENOVATED FOR HANDICAPPED

All center hall restrooms in FOB-10A are closed while facilities are being renovated for handicapped employees. New fixtures that will accommodate wheel chairs are being installed... The recently installed aluminum drinking fountains around the building are another part of the overall program to make life a little more comfortable for handicapped employees. Outside work, also part of the same program, will consist of cutting curbs to facilitate wheel chair use.

A PARKS PROGRESS

Progress is apparent on the park across C Street. As predicted in the June 16 INTERCOM, the sidewalk along C Street is finished as are the esthetic retaining wall by the stairs and the rough grading. The next accomplishment of significance to FOB-10A residents will be the laying of the macadam sidewalk from C Street, diagonally across the plot to the concrete stairs on 7th Street. Work on this path is delayed until the plumber finishes digging up the plot to bury waterpipes for a drinking fountain and a rumored sprinkler system. Regardless, work on the crucial path may start late this week, or, more likely, sometime next week.

GENERAL AVIATION HISTORY FEATURED

The public is invited to the meeting of the American Aviation Historical Society (AAHS) on Wednesday, August 6 at 7:30 p.m., at the National Air and Space Museum (NASM) in Silver Hill (Paul E. Garbor Facilities). Jay Spenser, research assistant at NASM, will speak on the development of general aviation in the U.S., beginning with the Aeronca C-2. Some slides will be used. Public Invited. Directions from beltway: Branch Avenue exit to 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).

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-29 July 21, 1980

THE NEWS IN BRIEF

The type certificate for the DC-9-80 has been delayed until at least August 8 and possibly later. Two of the three test aircraft have been involved in landing accidents, which is a major reason for the delay. The extra time will allow FAA to make a fresh review of the plane's operational safety. ● Ashfall from the eruption of Mount St. Helens has prompted the Boeing Company to switch its flight crew training operations from Moses Lake, Wash., to the Glasgow Airport in northeastern Montana. However, operators of the Moses Lake Airport say that facility is in full operation with more than 10 miles of sprinkling system installed along the main runway to wet down the ash and keep it from blowing. FAAers should watch for the July issue of FAA World which will have a complete rundown on the impact of Mount St. Helens on aviation in the Northwest Region. ● The agency will hold a public meeting July 30 and 31 in Washington, D.C., to discuss strength standards for airline passengers seats. FAA said its studies indicate that the existing seat standards are adequate, but "if it can be shown that the FAA has overlooked a practical method of reducing... (See page 2)

FACILITY OF THE YEAR WINNERS PICKED

For the second year in a row, the Miami en route center has won the Air Traffic Facility of the Year Award. Other 1979 winners--all new to the winner's circle--are the Meacham Airport Traffic Control Tower at Fort Worth, Tex., the Pittsburgh Tower and Approach Control Facility and the Red Bluff, Calif., Flight Service Station. In 1979, personnel at the Miami Center had a tough act to follow, but they succeeded in topping the outstanding record set the year before. For example, they handled 1,492,477 aircraft operations for an increase of 5.74 percent over the previous year. At the same time they managed to cut system errors from seven in 1978 to four in 1979, which works out to only one error for every 373,119 operations. The Pittsburgh Tower, in the meantime, had no reported system errors in 1979. And, during the same period, the facility was credited with eight flight assists, one of which made the elite "outstanding" category. Not to be outdone, the Meacham Tower likewise reported no system errors in 1979 in spite of a 17 percent increase in traffic. The tower's high morale also was reflected in the fact that no formal grievances (See page 2)

BRIEFS (From page 1)

injuries or fatalities by changing seat and seat restraint strength, the FAA will initiate action to amend the applicable regulations." Also to be discussed at the meeting will be recommendations from the National Transportation Safety Board and issues of seat strength raised by the Institute for Public Interest Representation. • Transportation Secretary Goldschmidt has reemphasized that the Hotline established by Secretary Adams is still very much in being. He said, "The Hotline provides one more means by which employees and the general public can conveniently and confidentially report incidents of fraud, abuse, and mismanagement and violations of regulations or laws directly to the Office of the Inspector General." The local Washington Hotline number is 755-1855; the long distance, toll-free number is 800-424-9071. Address, HOTLINE, P.O. Box 23178, L'Enfant Plaza Station, Washington, D.C. 20024. • The agency has received a letter from the Office of the Commander in Chief, Strategic Air Command, Offutt AFB, Nebraska, thanking the men and women of FAA for their cooperation and assistance during the Air Force's large scale exercise, GLOBAL SHIELD 80. The letter said, in part, "Throughout the planning and execution of the exercise, the assistance of FAA personnel...was superb. An example of this assistance was the cooperation and professionalism exhibited by the personnel of Memphis ARTCC."

FACILITY OF YEAR (From page 1)

were submitted during the year. The Red Bluff Flight Service Station had the best pilot weather briefing record in the Western Region, and, according to the National Weather Service, also made no errors in providing pilots with surface observation reports.

**SATELLITE AIRPORT ILSs ARE COMMISSIONED**

San Diego's Montgomery Field and the Smyrna, Tenn., Airport are the first of 24 sites to get instrument landing systems (ILSs) under a new satellite airport development program announced by Administrator Bond last August. The new ILSs are among several improvements slated for satellite airports in an effort to make them more attractive to private and business flyers and thus reduce congestion and the mix of commercial and non-commercial traffic at major hub airports. The next ILS in the program is scheduled for commissioning later this month at Sanford, Fla. All 24 ILS systems are expected to be commissioned during 1980. Nine are scheduled in August alone. Trivia buffs may be interested in knowing that the agency's first ILS went operational at Richmond, Va., in December 1944. Currently, there are more than 700 ILSs in use at over 500 airports.

Save the things worth saving.
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SAFETY PICTURE MIXED

Half way through 1980, commercial aviation has substantially improved its safety record over the same period in 1979, but general aviation is having problems. According to preliminary figures from FAA's Office of Aviation Standards, the airlines had only one fatal accident and 12 fatalities during the first six months, compared with four fatals and 281 fatalities through June 30 last year. Similarly, commuters cut their fatal accidents from eight to two and fatalities from 39 to nine. Air taxis, meanwhile, had the same record as in 1979 with 13 fatals and 35 fatalities. June proved to be a very bad month for general aviation, with 81 fatal accidents and 147 fatalities, pushing the six-month totals to 325 and 633. This is well ahead of the 1979 pace when 296 fatal accidents and 550 fatalities were recorded during the first six months.

TSO RED TAPE CUT

The agency has streamlined its system for issuing Technical Standard Orders (TSOs) by removing them from the rule-making process. Since TSOs are not mandatory, FAA argued that the practice of issuing them as formal rules was unnecessary and a change to a non-rule-making procedure would save both time and money. For example, the agency estimates that the new system will eliminate thousands of hours now spent processing the paperwork required by the Administrative Procedures Act for regulatory actions. As a result, new TSOs can be issued months, even years, earlier, thus keeping them as up-to-date as possible. The change is effective September 9.

BIRD GROUNDS FAA PLANE

FAA Pilot Butch Kerr had a little trouble on takeoff from Will Rogers World Airport in Oklahoma City the morning of June 19. Kerr, who was flying an FAA Boeing 727, had reached 85 knots when his airspeed indicator dropped to zero. Takeoff was aborted. The cause of the trouble turned out to be a large seagull which had struck the right pitot tube. When the incident was reported to the Southwest Region's Communications Center, duty officer T.C. Miller questioned the accuracy of the report, which stated that the "727 struck a single seagull on takeoff roll." Miller pointed out that the marital status of the seagull had not been verified. The report subsequently was altered to read "727 struck a large seagull, flight of one, on takeoff."

NTSB PROPOSES, FAA DISPOSES

Acting upon a recommendation of the National Transportation Safety Board, the agency plans to equip about 40 radar airport towers in mountainous areas with emergency obstruction video maps (EOVM). These maps will be superimposed on radar displays, allowing controllers to visualize easily the relative position of high terrain and aircraft targets. The first EOVM is scheduled to be delivered in about 120 days. Deliveries will continue at the rate of two or three facilities a month, depending on the resources of the National Ocean Survey where the maps will be made.

DOT HEALTH PROGRAM OPEN TO FAAers

The Office of Aviation Medicine last week reminded employees that all FAA employees are eligible to take part in the DOT "Preventive Medicine" and Employee Fitness Testing Program. This is a health maintenance program which focuses on cardiovascular endurance and neuromuscular strength and flexibility. The fitness assessment consists of:

- Blood pressure check
- Electrocardiogram
- Body composition (% body fat)
- Muscular strength, endurance and power
- Flexibility
- Aerobic capacity
- Risk of cardiovascular disease
- Summary of test results
- Personal exercise program

For application forms and information, call the FAA Coordinator, Irene A. Barnett, Room 300E, FOB-10A, Phone 426-3536.

METRO PASSES EASY TO BUY

FAA employees can now purchase Metro Flash Passes through the payroll deduction program. To sign up for this service, employees must complete Form DOT F 1500.2, which is available at payroll offices and at most personnel offices. Employees who sign up will be able to pick up their flash passes on a regular basis without waiting. For information on which pass is most suitable for individual needs, employees should visit the DOT Ridesharing Information Center in the NASSIF Plaza or the DOT/OST travel offices located in the Trans Point Building or FOB-10A, Room 536A.

JUNE RETIREES

During the month of June, 13 headquarters employees retired. They were:

- Jimmy G. Gwinn, Office of Management Systems;
- William W. Heimbach, Office of Labor Relations;
- Curry S. Pickens, Office of International Aviation Affairs;
- John H. Hudson and Lewis O. Ola, both of the Office of Flight Operations;
- John L. Walsh, Walter L. Owens and Carlisle F. Morgan, Metropolitan Washington Airports;
- Thomas F. McNamara, Office of Airport Planning and Programming;
- Kenneth E. Coonley, Systems Research and Development Service;
- George D. Hadorn, Airway Facilities Service;
- Edward C. Wood, Office of Aviation Policy; and
- William H. Boatright, Air Traffic Service.



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FAA INTERCOM


HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-31 August 4, 1980

THE NEWS IN BRIEF

Fuel thieves are on the loose once again. And this time, according to the Aircraft Owners and Pilots Association, the targets have been light aircraft. AOPA says the problem appears to be cropping up in all parts of the U.S., but so far, there have been no reports of fuel thefts causing accidents.

All, the potential exists and AOPA is reminding pilots that a visual inspection of all fuel tanks prior to takeoff now is doubly important. ● There's a big 

reunion coming up in Chicago for present and former AT and AF types from O'Hare Tower. The date is Sept. 20, at the O'Hare Hilton.

The \$25.00-per-person tab includes a roast beef dinner plus four hours of open bar. RSVP ASAP to Don McCoy at ORD ATCT with present address and a check payable to the O'Hare Tower Reunion. ● FAA has

taken Bell Helicopter into Federal court in an effort to collect \$218,000 in civil penalties assessed against the Fort Worth concern for failure to maintain quality control standards. The suit was filed after the parties involved failed to agree to a compromise settlement. Specifically, Bell is charged with installing

aluminum rivets in parts of the Bell Model 205A/A1 helicopter instead (Continued on page 2)

AGENCY ORGANIZING TEAMS OF SIMULATOR EXPERTS

With the recent adoption of the rule permitting airlines to conduct additional training in advanced simulators, the agency is implementing a program to ensure that simulators across the country consistently perform like the intended aircraft. Key feature of the program is the establishment of a team of technical specialists specially trained in modern simulator performance evaluation. Nine specialists, one from each conterminous U.S. region, will make up the team, which will report to the national simulator program manager, AFO-200, at Washington headquarters. October 1 is the target date for completing selection of the team members.

NO MORE MR. NICE GUY

If you've ever been a tenant who felt frustrated and powerless against an uncooperative landlord, you'll get vicarious satisfaction from the action Administrator Bond has taken against the nation's--if not the world's--largest landlord, the General Services Administration (GSA). In a letter to the GSA Regional Administrator last week, Bond advised that he was withholding payment for (Continued on page 2)

BRIEFS

(From page 1)

of monel rivets specified in the approved type-design drawings.

● In another enforcement action, the agency has ordered a formal investigation of the owner of three air taxi outfits in Chandler, Ariz., to determine whether these air taxis continued to make revenue flights after the FAA revoked their operating certificates. FAA issued an Emergency Order of Revocation against the three in February for a long list of operational and maintenance violations, but reportedly they didn't stay on the ground. ● The last high-frequency point-to-point communications link in the Pacific Region --Honolulu-Samoa Circuit 358--was turned off July 1. The HF communications network has been replaced by a more reliable satellite communications system.

RENT

(From page 1)

leasing the FAA Washington headquarters building for the past quarter because of "our many problems with this building and your lack of a reasonable response." Among the problems Bond cited as affecting employee effectiveness and morale was GSA's failure to "achieve and maintain a 78-degree building temperature with any reasonable consistency during normal working hours." He also cited the safety hazards caused by deteriorating paving blocks and the lack of pruning, weeding and general care around the building. In addition, he noted GSA's failure to explain the 100 percent jump in overtime charges for the last quarter. In an earlier letter to the GSA Administrator calling attention to the unresolved problems, Bond wrote: "I demand quite a lot from the FAA, and I believe that in

return I owe our people reasonable working conditions. The actions of your agency have made it impossible for me to do my part."

CHEAP LANDING AID TESTED

Researchers at the FAA Technical Center have coined a new acronym --POMOLA. It stands for Poor Man's Optical Landing Aid and is part of an extensive evaluation underway at the Atlantic City facility on marking and lighting of turf runways. Essentially, POMOLA is a simplified Visual Approach Slope Indicator (VASI) and consists of three fluorescent orange plywood panels, measuring two feet by eight feet. There are two elevated front panels and one lower panel between and behind the others. Pilots determine the proper glide angle by aligning the top of the front two panels with the top of the back panel, sort of like looking down a gunsight. More information on this effort is available from "Marking and Lighting of Unpaved Runways (NA-78-34-LR).

MINI HEALTH REPORT COMING

A condensed version of the Air Traffic Controller Health Change Study Report is being prepared by the University of Texas under an agency contract. The study was originally done by the Boston University School of Medicine. The abridged version, scheduled to be completed sometime early next year, will contain concrete suggestions on what controllers and supervisors can do to minimize the health risks to which the workforce is subject. In addition, it will provide views on management or policy implications of the major findings of the study. The condensation will be distributed to controllers, supervisors and management officials.



SPRUCE GOOSE SAVED

The "Spruce Goose" is going to stay intact. Howard Hughes' huge flying boat will not be cut up and distributed to various museums, as planned, but will go on display beside the Queen Mary in the Long Beach, Calif., harbor. It was saved from the breaker's saws at the eleventh hour by a grass-roots coalition of aviation enthusiasts and Southern California businessmen. Although "Spruce Goose" is not a name favored by Hughes, it is a name that has stuck. The official designation is HFB-1, with the initials standing for Hughes and Flying Boat. Powered by eight double radial engines, the all-wood (mostly birch) plane, about the size of the Boeing 747, was built during World War II. Conceived as a troop carrier, it flew only once--a distance of about one mile.

MERIT PAY RECIPIENTS ARE IDENTIFIED

The Office of Personnel and Training has completed the task of identifying supervisors and management officials, grades 13, 14 and 15, who will be covered by the FAA merit pay system. Of the approximately 6,100 positions to be covered, 96 percent are supervisors and the remainder, management officials. Within the next sixty days, those individuals to be included in the system will be notified by letter and provided with additional information. Individuals with questions concerning their coverage or questions concerning merit pay in general should contact their supervisors or personnel representatives.



SECRETARY GUIDELINES SET

The Office of Management Systems is advising FAA secretaries to begin following the guidelines specified in the recently distributed DOT Correspondence Manual. However, AMS notes this won't always be possible, since the new guidelines were written specifically for the new letterhead stationery, which won't be distributed until the supply of the old stationery is used up. For instance, AMS says, the guideline for signing on the "from" line of the new informal stationery will be difficult on the old stationery because of space limitations, so secretaries should continue typing the signature block at the end.

DAKAR & MONTREAL JOBS OPEN

The International Civil Aviation Organization has job openings in Dakar as a language officer and Montreal as an editorial officer. Salary for the 2-year assignments is \$23,910 with a tax-free net ranging from \$18,193 to \$16,978. Applications are due in API-19 by August 11. Information about salary, duties, qualifications, and benefits are available at personnel offices.

WHERE THE MONEY IS

In what part of the country is the highest average Federal wage paid? If you guessed Washington, D.C., you were wrong. According to a recent article in U.S. News, the Federal employees with the highest average pay work in the Loraine-Elyria area of Ohio. That area ranks number one because it is the stamping grounds of employees from the Cleveland Center, who earned an average of \$29,733 in 1979. The Washington average was \$22,237 and the national average was \$18,511.

AUDREY M. PETERSON

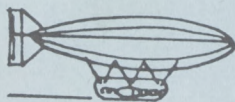
Audrey M. Peterson, former chief of the Employment Branch in the Office of Personnel and Training, died recently at the Fernwood House in Bethesda, Md. She was with the agency for 30 years before retiring in 1973. Prior to joining FAA, she served in the U.S. Army as a WAC in the Motor Corps.

PASSENGER TRAFFIC DOWN

Reflecting a nationwide pattern, passenger traffic at both Federal airports serving the National Capital area declined in June. There was an eight percent reduction in the passenger traffic at Washington National Airport as compared with June 1979. At Dulles, the count was down 26.2 percent from June 1979. The drops are attributed to the current economic pinch, higher fares and airline schedule reductions.

THE MAIL MUST GO THRU

There was a folded up envelope stuck in the mail chute on the ninth floor for at least three days last week. That indicates that some people (at least one) still don't understand that they can't fold an envelope, force it through the slot and expect it to go down the chute. It just unfolds and gets jammed. Moreover, the time the envelope was in the chute indicates that people don't know the procedure for reporting these mishaps. What they do is call the Mail Room on x63523. Intercom finally did.



SPACE PAINTINGS DISPLAYED

A temporary exhibition by noted space artist Chesley Bonestell opened July 1 at the National Air and Space Museum. Eighteen Bonestell paintings of spacecraft, the planets and other heavenly bodies are on display in the Museum's Independence Avenue lobby. Each painting exemplified the graphic realism and haunting beauty for which Bonestell's work is known.

The American Red Cross



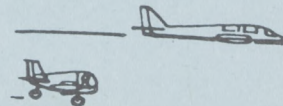
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No Experience Required

Bloodmobile will be in our building on
Tuesday, August 19, 9:30 a.m. - 3:30 p.m.

First Floor (Room 109)

HELP SAVE LIVES



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FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-32 August 11, 1980

THE NEWS IN BRIEF

FAA's first woman air traffic facility chief will retire this month. Ruth M. Dennis leaves her post as chief of the San Diego Flight Service Station after more than 35 years of consecutive service with the agency. During her career, which took her to such out-of-the way places as Lucin, Mah, and Silverlake, Calif., she also had the honor of being the first woman communications duty officer, working out of the Western Region headquarters. She got the San Diego job in 1971 and holds the distinction of being the only woman to boss a Level III FSS to date. Under her leadership, the San Diego facility was named the country's top FSS in 1976. • Time is running out for submitting entries in the 1980 General Aviation Flight Instructor of the Year and General Aviation Maintenance Technician of the Year National Award Programs. But procrastinators still can pick up the official entry forms at Flight Service Stations and General Aviation District Offices and get them in before the September 5 deadlines. The national awards will be presented at ceremonies in FAA Washington headquarters on October 15. (See page 2)

OUTSTANDING HANDICAPPED OF THE YEAR SELECTED

Wayne E. Lynch, an accountant in the Mike Monroney Aeronautical Center Accounting Division, has been selected by Administrator Bond as FAA's outstanding handicapped employee of the year. William M. Murphy, an air traffic controller at the New York Common IFR Room, was the runner-up. Lynch, who became a paraplegic as a result of a 1960 truck accident, participated in a Civil Aeromedical Institute (CAMI) study of emergency procedures for handicapped people (See page 2)

BISPO NAMED ASSOCIATE

James Bispo has been named Associate Administrator for Air Traffic and Airway Facilities, moving up from the deputy's post to replace the retired Warren Sharp. Bispo began his FAA career as an engineer in the Western Region in 1958. He was subsequently assigned to various engineering and budget division positions prior to becoming Area Manager of Wake Island in 1969. He returned from that assignment in 1971 and throughout the 70s held a number of top management jobs including Deputy Director of the Eastern Region, Deputy Director Airway Facilities Service and AAF Director.

BRIEFS (From page 1)

● Quick-stepping fathers can no longer hide from salary garnishment in the Federal establishment. Final regulations for garnishing Federal salaries for alimony and child support have been published by the Office of Personnel Management. Besides Federal employees, the regulations apply to Federal annuitants and recipients of basic Social Security or Workmen's Compensation. ● FAA thinks bigger is better where aircraft registration numbers are concerned. The agency says the present three-inch minimum marking permitted on most general aviation aircraft is creating traffic control problems at busy airports because they are difficult to read. This has delayed visual identification of aircraft by controllers and has interfered with the safe and efficient flow of traffic on the airport. For these and other reasons, the agency has proposed a rule which would make the old 12-inch symbol minimum size for most aircraft. ● Administrator Bond has told the National Transportation Safety Board that the agency is now in the process of drafting a Notice of Proposed Rule Making which would require the installation of cockpit voice recorders on all turbojet aircraft with two or more engines, regardless of the number of passengers. The proposed rule, which would amend Part 91 of the Federal Aviation Regulations, would be in addition to a requirement under Part 135 which mandates a cockpit voice recorder in a turbojet aircraft carrying 10 or more passengers. The NTSB has requested that the recorders be required in any turbojet aircraft carrying six or more passengers to aid it in the investigation of accidents involving these aircraft.

HANDICAPPED (From page 1)

aboard commercial aircraft. This required him to spend three to four hours a week at CAMI "working out." "We pulled ourselves from one end of that mockup plane to the other," he said. "And often when we were carried, we wished we were crawling. Being carried has its drawbacks." All this was done voluntarily. Lynch subjected himself to the discomfort because he wanted to help other handicapped people. As a result of this effort, paraplegics and other severely handicapped persons are now allowed to fly alone on commercial airlines. Lynch said that previously these people had been able to fly, but only with an aide or nurse. Murphy was injured in a helicopter crash while flying as a reserve officer in November 1978. This left him a paraplegic, but despite his handicap, he continued to control air traffic and take all developmental steps expected of a controller.

NEW WOMEN'S COORDINATOR

Era Marshall is the agency's new Federal Women's Program Coordinator, replacing Marion Woods, who transferred to the Civil Rights Staff in the Rocky Mountain Region. Marshall comes to the agency from the Department of the Army Headquarters, where she served as staff sociologist and Equal Opportunity Research Program Manager in the Equal Opportunity Office. While in that job, she developed and institutionalized Army-wide policies and programs designed to remedy causes and effects of sexism and biased behavior against women. She is a graduate of Bradley University and has a masters degree from the University of Oklahoma.

NEPOTISM REVISED

Nepotism isn't what it used to be--not in the FAA anyway. The Office of Personnel and Training points out that the nepotism policy was liberalized two years ago but notes that some people haven't gotten the word yet and still are following the old, rigid policy. Traditionally there have been two basic provisions in the nepotism policy. One prohibits a relative from directly or indirectly supervising another and the second prohibits a public official from advocating a relative's appointment, employment, promotion or advancement within the agency. The advocacy provision has not been widely misunderstood whereas the supervisory provision has occasionally been interpreted too strictly. In order to clarify the point, APT cites the example of a controller in a facility who marries another controller in the same facility. No re-assignment is necessary in this case since neither controller supervises the other. However, if one of these controllers were selected for a team supervisor position in a terminal facility, a conflict could exist and would require some adjustment. This is true because shift work in terminal facilities is such that every employee typically works under each team supervisor at some time. This is not necessarily true in en route facilities. When a conflict occurs, one of the employees should be reassigned. No employee, however, would be forced to take a reduction in grade or salary or a position outside the commuting area unless he/she voluntarily accepts the assignment in writing.

EMTs STATUS CHANGES

On August 24 the agency will bring its GS-12 Electronics Maintenance Technicians (EMTs) under the Fair Labor Standards Act (FLSA) by changing these employees' FLSA designation from exempt (not covered) to nonexempt (covered). This means that the GS-12 EMTs will be covered by the overtime provisions of the Act. These employees were covered from May 1, 1974, to approximately June 1976, when they were changed to a non-covered, exempt status. While the agency intends to make back-pay payments to eligible employees, certain legal restrictions may preclude payment back to May 1, 1974. Therefore, present or former GS-12 EMTs who feel they are eligible and wish to protect their possible entitlement to back pay should immediately file a claim with the General Accounting Office. For further details, employees should contact their supervisor or their servicing Personnel Management Division.

FAA GETS WIDER AUTHORITY

The FAA has been given wider authority to recruit and examine candidates for aviation safety inspector and air traffic controller positions. An agreement signed by FAA/DOT and OPM last month is expected to speed up the process of hiring these specialists. Under the agreement made possible by the Civil Service Reform Act of 1978, the agency has authority to recruit and examine potential aviation safety inspectors and to maintain the register of eligible candidates for both controller and safety inspector positions. In order to fulfill the new responsibilities, FAA will establish a special examining unit staff at the Mike Monroney Aeronautical Center in Oklahoma City. This staff is expected to be operational by February 1981.

"BIENVENIDOS A FAA"

The Personnel Management Operations Division, APT-100, recently welcomed five new employees who are participating in the Inter-agency Hispanic Recruitment Program. This program is run by the Department of Labor and is designed to recruit persons of Hispanic descent for careers in the Federal service. The five employees, Miriam Rodriguez, Lillian Cruz, Luz Perez, Carmen Ortiz, and Sylvia Muniz, are beginning secretarial careers here in FAA headquarters.

'AIR FORCE NOW' SHOWING

The U.S. Air Force invites all FAA employees to an "Air Force Now" production, scheduled to be shown in the FOB-10A auditorium at 12:15 p.m. on August 21.

PARK CONSTRUCTION DELAYED

Contractors on the C Street park site are tearing up the sidewalk they put in only two weeks ago because "they changed their minds." As a result, construction of the path through the park from C street to 7th street has been delayed. Reason for the change: The builder was first planning to install water fountain pipes alongside the sidewalk, but later decided to cross the walk. This part of the job should be completed this week. INTERCOM remains, as usual, optimistic.



JULY RETIREES

During the month of July, eleven headquarters employees retired. By office and service they were: ACS - Vincent Puglisi; AFO - Thomas L. Smith; AMA - Mary H. Boesche, Dorothy E. Butler, Joseph F. Cadigan and Edwin B. Carneal; AMS - Louis D. Yarnell; APT - Noble G. Sheatsley; ARD - James R. Chadwick and Joseph G. Gamble; AFS - Peter Chesney and AWS - Robert V. Ford.



BLOODMOBILE is Coming!!!

Date: Tuesday, August 19

Time: 9:30 - 3:30

Place: Room 109 (First Floor)

AMERICAN RED CROSS

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FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-33 August 18, 1980

THE NEWS IN BRIEF

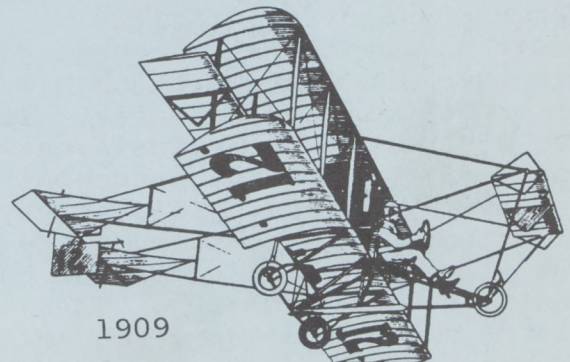
The first piloted aircraft powered exclusively by solar power made its public debut August 8, at Edwards AFB, where other "hot" airplanes such as the X-1, the Skyrocket and the X-15 were tested. The sun-powered plane is called the "Gossamer Penguin" and is the brain child of Paul Bercy, the man who also designed the pedal-powered plane that flew the English Channel. However, this plane still needs a little development before a channel attempt is made. In its recent tests, it hopped a total of two miles, the longest non-stop segment being 1.6 miles.

- An FAA contract has been awarded to Batteast Construction Co. of South Bend, Ind., a minority firm, for the construction of a new air traffic control tower at Nashville (Tenn.) Metropolitan Airport. The \$3.2 million tower will be 168 feet high and flanked by a single-story base building. Construction is expected to start this month or next. The target date for completion is November 1981, with commissioning in April 1982.

- All retired and currently working Flight Standards personnel and employees in the offices of Flight Operations and Airworthiness are invited to attend the Flight Standards Retirees Reunion. (See page 2)

FIRST EARTS COMM ISSIIONED AT ANCHORAGE CENTER

The first Sperry Univac En Route Automated Radar Tracking System (EARTS) was commissioned August 4 in the Anchorage Center and the conversion to the new equipment is reported to be going smoothly. Ron Degarmo, a center operations specialist in the region's Air Traffic Division, said that the system was doing "just fine," and he added that "controllers are accepting the new equipment very well." EARTS equipment displays essential flight information, such as aircraft identity, altitude and ground speed, directly on the radar display. It is a modified version of the Automated Radar Terminal System (ARTS-III), which presently is operational in more than 60 towers. The EARTS at Anchorage is the first of three scheduled to be installed in en route centers outside the 48 states. The Honolulu Center is slated to go on line in February 1981 and San Juan in March.



1909

BRIEFS (From page 1)

This year it will be held on September 23-25 at the Holiday Inn, North Colorado Springs, Colo. For further information, contact Ted Vaky, Sec-Treasurer, 1762 Maux, Houston, TX 77043.

FLIGHT AND DUTY TIMES CHANGES ARE PROPOSED

The agency has revised its earlier proposals for updating the regulation limiting flight and duty time for airline flight crew members in order to reflect public comments on the subject. The fundamental change is that the duty time that crew members put in--the period from when they report to work to when they go off duty--will be considered along with the actual hours of flight. The change recognizes that time spent preparing for a flight and waiting between flights can be as tiring as the time spent flying, and possibly more tiring. The existing rule doesn't credit time spent preparing for flight and waiting between flights. October 10 is the deadline for public comments.

QUALITY OF LIFE QUERIED

Airway Facilities employees are being urged to fill out and return the "quality of work-life" questionnaire being distributed to them. The questionnaire was developed by AF with the cooperation of the Civil Aeromedical Institute (CAMI) at the Aeronautical Center in Oklahoma City. Specifically, the questionnaire solicits information about AF employees' work life and its impact on his/her private life and health. It also asks about employees' reaction to the new maintenance philosophy of the 80s. This survey is intended to be totally anonymous. Answer sheets will not be seen by the home office. They will be mailed directly to CAMI.

BLACK AVIATOR HONORED

Poor Cornelius Coffey: It took the Government 50 years to recognize this pioneer black pilot's contribution to aviation and then FAA spelled his name wrong. But, although the misspelling was intentional, it wasn't malicious. You see, FAA has renamed a navigational fix over Chicago for the Windy City resident and had to drop an "f" from his name to make it conform to the standard five-letter designator. The changeover occurred July 10 and Coffey received a plaque commemorating the event from Great Lakes Regional Director Wayne Barlow in Chicago on July 22, "Cornelius Coffey Day" by order of the Mayor. Coffey began flying in the late 1920s and later founded the Coffey School of Aeronautics at the Harlem Airport. Now 76, he still is an active pilot and flight instructor.

D.C. AIRPORT POLICY SET

DOT Secretary Goldschmidt last week announced a new operating policy for the two Federally-owned Washington, D.C. airports that will limit future growth of passenger traffic at National Airport and result in lower community noise levels. The new policy, which goes into effect January 1, will have the effect of increasing traffic at Dulles International and Baltimore-Washington airports. Key elements of the new policy are a mandatory curfew at National Airport, a reduction in the hourly quota of airline operations there and a 17 million ceiling on total arriving and departing passengers. Other policy changes pave the way for newer, quieter wide-body jets at National and allow non-stop flights to and from cities within a 1,000-mile radius of National.

NEW AIRPORT PLAN ISSUED

The agency has issued a revised statistical version of the National Airport System Plan, which now predicts it will take \$12.7 billion to maintain and upgrade airports during the next decade. The version published two years ago estimated the cost of airport improvements in the 1978-1987 period at \$10.6 billion. FAA said \$4.4 billion of the \$12.7 billion total would be used to maintain the airport system and upgrade facilities to current design standards. The remaining \$8.3 billion would go for expansion of present airports to handle larger aircraft and higher traffic volumes and for construction of new airports.

CRESWELL HONORED

Thomas J. Creswell, who recently retired as Director of the Mike Monroney Aeronautical Center, has been named a winner of the 1979 President's Management Improvement Award Program. He was cited for saving the government a quarter of a million dollars by such means as reducing the staff with no loss of production, instituting a controlled use of government vehicles program, establishing controls on telephone use and printing, and streamlining the purchase-order distribution system. Although Creswell retired last summer, he still works from time to time for the agency as a management consultant.

A drop in the bucket?

Just set a little something aside through the Payroll Savings Plan.

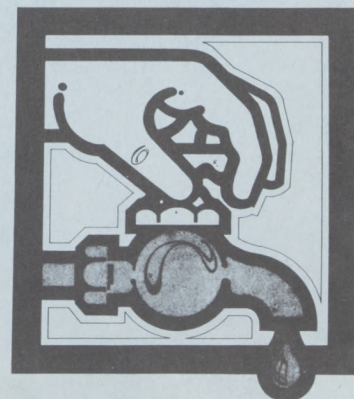
It may seem like a drop in the bucket at first. But payday after payday, year after year, all those United States Savings Bonds make your future so much fuller.

LEAR JET CARE MANDATED

The FAA's Central Region, in the first action to grow out of the certification review of the Gates Lear Jet, has issued an Airworthiness Directive calling for extensive changes in the plane's operating manual. The changes are intended to prevent pilots from encountering control problems that are suspected of causing a recent series of accidents both during landing and at high-speed cruise. Also called for is a check of the autopilot to make sure it can be overridden by the pilot and a check of the stall-warning system to make sure it is operating properly. The review, which was begun on June 17, affects all models of the Lear Jet--approximately 1,000 aircraft.

MONTREAL JOB OPEN

The International Civil Aviation Organization has a job opening in Montreal for Chief, Air Transport Studies Sector. Salary for the two-year job is \$38,190 with a tax-free net ranging from \$24,298 to \$26,299, plus a cost of living allowance of from \$5,919 to \$6,753. Applications are due in API-19 by September 23. Information about duties, salary, qualifications, applications and benefits is available at personnel offices.



EMPLOYEES STEPPING UP

Approximately 180 headquarters employees have applied for the FY-81 Upward Mobility Program. These candidates recently completed the assessment center evaluation to determine which of them are best qualified to be placed on the upward mobility register. However, the Personnel Office, APT-100, points out that this register is only the first step in upward mobility. If the program is to be successful, each supervisor and manager must look at his or her vacancies and submit suitable ones to Personnel for filling. For further information contact Cathy Bracy, x63320.

NEW SERVICE GROWS

The newest airline to operate out of Washington National Airport, Midway Airlines, is apparently doing well. Although other airlines are paring their schedules, Midway has added to the number of DC-9 flights from National to Midway Airport in Chicago. The airline began service on June 1 with three daily round trips on weekdays and on June 15 expanded this to four round trips daily.

LEAGUE SEEKS BOWLERS

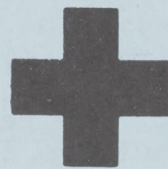
All FAAers are invited to join the mixed bowling league which will kick off this season on September 4 at the Seminary Lanes in Alexandria. For further information, call Darlene Carter, x63854.



AWARDS AND REWARDS

The Office of Flight Operations presented a Special Achievement Award to Pamela J. Smith and Quality Increases to June H. Davis, Dorothy J. Matthews, Rebecca M. Taylor, Arthur C. Jones, and Dorothy E. Black.

The American Red Cross



Help Wanted: • Blood Donors

No Experience Required

Bloodmobile will be in our building on
Tuesday, August 19, 9:30 a.m.- 3:30 p.m.

First Floor (Room 109)

HELP / SAVE LIVES

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FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-34

August 25, 1980

THE NEWS IN BRIEF

PATCO Local 316 at Chicago O'Hare has pulled back its July 30 letter informing FAA that controllers at the world's busiest airport would be "withdrawing their enthusiasm" on the job if they weren't granted immediate \$7,500 annual tax-free bonus. Local 316 President Richard Scholz said he was taking the action at the direction of the PATCO Executive Board and because of the "continuing misinterpretation of that letter." On August 17, the Justice Department, acting for the agency, obtained a Temporary Restraining Order against Local 316 to halt an alleged slowdown at O'Hare that caused more than 600 delays, wasted over \$1 million worth of fuel and inconvenienced thousands of passengers. PATCO has denied the slowdown charge. • Construction crews have broken ground on yet another new building at the FAA Technical Center near Atlantic City. This one will house a new chemical-analysis laboratory and be located between the present flammability test lab and the recently-completed full-scale indoor fire-test facility. The \$550,000 one-story structure scheduled for completion next July. (See page 2)

FAAers TO BE HONORED AT AWARDS CEREMONY

All together, 31 FAA employees will receive awards from Secretary Goldschmidt during the 13th Annual DOT Awards Ceremony to be held September 3 in Washington. Of the 31, 17 are from the field and 14 from FAA headquarters. The Secretary's Award for Meritorious Achievement that honors exceptional performance, outstanding contributions and noteworthy leadership will go to 12 FAAers: John E. Shaw (ACE), John B. Roach (ANE), Seymour Oberlander (ASO), Rosalind Halpern (AEA) and from headquarters, Robert J. Aaronson, Clark H. Onstad, William A. Plissner, Charles J. Hoch, James H. Chestnut, Martin T. Pozesky, Raymond Johnson and Walter E. Faison. Also, an air traffic controller and an airways facilities technician will receive the Secretary's Award for Valor at the ceremony, which will be "interpreted" for spectators with hearing defects. Woodrow W. Dejernette of the Airway Facilities Branch, Balboa, Canal Zone, will be honored "for heroic efforts and disregard for his personal safety" in preventing possible injury to a woman and stopping (See page 2)

NEWS BRIEFS (from page 1)

● And the Technical Center has said good-bye to "Nan-42," the only Convair 880 in the FAA fleet. The plane was flown to Mojave, Calif., where it will be refurbished for its new owner, the Department of the Navy. When that work is done, the big four-engine jet will return east and be based at the Patuxent River (Md.) Naval Test Center. The Tech Center is replacing the 880 with a Boeing 727-100, which is being obtained from the Pacific Region.

AWARDS CEREMONY (from page 1)

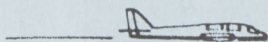
a robbery despite a stab wound inflicted by one of the would-be thieves. James H. Morse, a controller from the Kalamazoo, Mich., Tower, will be recognized for the outstanding courage demonstrated when "with great risk to his own personal safety" he saved the life of a woman who was trapped in the cabin of a capsized boat. In addition, 10 FAAers will be presented with the Secretary's Award for Excellence. They are: Joan M. Gillis (AAL), Hazel M. Aleshire (AWE), Barbara J. Pratt (ANE), Helen C. O'Hare (ACE), Carol A. Woodman (ACE), June M. Gaffney (ANE) and from headquarters, William E. Hood, Jacqueline F. Clemen, Margo Inskeep and Helen I. Dear. Slated to receive the Secretary's Award for Achievement in Equal Employment Opportunity are: Frank Babiak (AAL), Fred Williams (ACE), Grady M. Carter (ASO), Barbara J. Smith (ANE), Karl D. Trautmann (ASO) and Ezequiel E. Lopez and Vina L. Showers, both from headquarters.

PIRACY BRINGS TIGHT SECURITY

FAA Air Marshalls once again are riding selected airline flights to counter the threat of aerial hijackings. The specially-trained Air Marshalls, most of whom normally work as security specialists, were activated after six successful hijackings in two days by homesick Cuban refugees using gasoline or other flammable liquids as "weapons." Other security measures designed to deal with the emergency are tighter checks on passengers and their hand luggage and implementation of a revised behavioral profile designed to identify potential hijackers before they can board an aircraft. As a result, four men carrying containers filled with gasoline were apprehended in Tampa on the evening of August 16th and two more potential hijackers were arrested in Miami the next morning.

FIRST SOLAR TOWERS GO OPERATIONAL

The agency's first two standard design solar-heated control towers are scheduled to begin operations August 27 at Springfield, Ill., and South Bend, Ind. Both structures were built with solar-heat collectors in the south wall of the base building that are expected to provide up to 40 percent of the towers' space heating needs. However, the equipment rooms won't need the sun's help since they'll be warmed by the heat generated by the electronic gear. Similarly, the tower cab is a natural greenhouse and already is heated by the sun, even on cloudy days. The heat exchangers and other solar heating apparatus are backed up with an electric heating device which will take over on cloudy and rainy days.

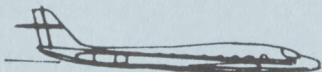


FAA WORLD FOR AUGUST: A DECADE OF PROGRESS

The 1970s have been called the "Me" decade, the "era of the sexual revolution" and any number of other nicknames. For FAA, however, the decade marked the advent of radar automation for both towers and centers, the growth of sophisticated add-on equipment to enhance safety, the growth of unionism in the agency and a growing cadre of post-World War specialists more representative of the American population in terms of minorities and women. In a special 48-page issue, we tell the story of FAA's second decade.

ORDER CANCELED

Order 7110.77A, Military Training Routes, is being canceled. Contents of the order have been incorporated into appropriate handbooks.



GRADUATES ARE FIRST

The Office of Civil Aviation Security noted a "first" this month when Barbara A. Parsons (ANE), Dean P. Hatfield (ACE), Rudolph Clements (AWE), William K. Aldridge (AGL), and William V. Ritchards AAC) graduated from the intensive ten-day TEMPEST Control Officer's Course, at Lackland AFB, Texas. These students are the first group of FAA security personnel to receive this highly specialized TEMPEST training, which is designed for communication security officers. Upon returning to their respective regions and the Aeronautical Center, the graduates will be prepared to undertake increased responsibilities for security management concerns.

METERING AND SPACING CONTRACT AWARDED

Automated metering and spacing of arriving aircraft at busy airports is an enhanced feature of the ARTS-III system that took a step closer to reality this month. The agency awarded a \$566,000 contract to Sperry Univac Corp. to collect and analyze air traffic data at three ARTS-III sites-- Houston, Chicago and Los Angeles. Under the 22-month contract, Sperry Univac also will come up with a detailed study recommending the best way to integrate the basic metering and spacing software design package into the ARTS-IIIA system. A metering and spacing software design, developed by Sperry Univac under an earlier contract with FAA, has been tested and evaluated since the mid-70s at the FAA Technical Center. When implemented, the metering and spacing function will control the flow of arriving aircraft into the terminal area, determine the landing order of each arrival and properly space aircraft on final approach. The results will include increased safety, reduced delays, fuel savings, and increased airport capacity and controller productivity.



The International Civil Aviation Organization has a two-year job as a technical officer-meteorologist open in Lima, Peru. Salary is \$29,940 with a tax-free net ranging from \$20,209 to \$21,756. Applications are due in API-19 by September 23. Information about duties, salary, qualifications, applications and benefits is available at personnel offices.

FAAer AND WIFE KILLED

Jack A. Muller, a Technical Center employee who was on a temporary assignment with ICAO, and his wife, Elizabeth, were among those killed in the August 19, L-1011 crash in Saudi Arabia. Mr. Muller, who had planned to return to the Technical Center in October of this year, was in the Hardware Engineering Branch of the Data Engineering and Development Division.

HISPANIC TAPPED FOR TOP POST

FAA has tentatively selected Luis F. Bueso as Director, Office of Airport Planning and Programming, which administers the \$600 million per year Airport Development Aid Program. If approved by the Office of the Secretary and the Office of Personnel Management, Bueso will become the first Hispanic American to head a major office or service in FAA Washington headquarters. Bueso presently works for the Department of Commerce where he directs a program staff that coordinates with Federal, state and local governments in allocating resources for urban revitalization. An expert in planning, he has held numerous responsible positions at the state and local levels in urban and municipal financial and grant administration. He holds a master's degree in City Planning from the University of Pennsylvania. He's also a former Air Force instructor pilot with a commercial certificate and instrument rating. Bueso's pending selection was praised by Zeke Lopez, who chairs the agency's Hispanic Committee. He called it "a significant milestone in the agency's continuing program to move Hispanic Americans into key executive positions."

FOURTH ANNUAL FRISBEE FESTIVAL SCHEDULED

The Smithsonian's Fourth Annual Frisbee Festival will be held August 31, from noon to 5 p.m. on the Mall. The rain date for this event is September 1. The festival will feature demonstrations by disc champions and their canine partners and will provide instructional workshops for participants of all ages and abilities. Last year's Smithsonian Frisbee Disc Festival attracted more than 11,000 people and continues to set the record as the best-attended non-competitive disc event ever held in the world. The festival site is bounded by Third and Fourth Streets, S.W. and Independence Avenue and Madison Drive, across Independence and down the street from FOB-10A. All events are free and open to the public. Picnics are encouraged.

THEN THERE WERE TWO

Beginning after Labor Day FAAers must take care to keep their John Leydens straight. John Leyden, Chief of the Public and Employee Communications Division, Office of Public Affairs, who is an agency veteran, will figuratively be joined by John Leyden, who was until recently, President of PATCO. The new John Leyden is joining the Operations and Procedures Division, Air Traffic Service. He was a controller at the New York Center until he joined PATCO full time in 1970.



FOR INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-35 September 2, 1980

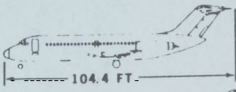
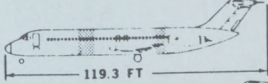
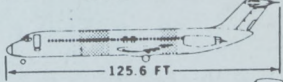
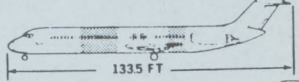
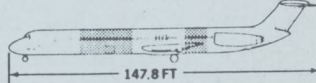
THE NEWS IN BRIEF

Air traffic in July was down four percent at the nation's major airports when compared with the same month a year ago. Kansas City International was the biggest loser with average daily operations off 20 percent and Boston Logan was next with an 11 percent drop. Washington's Dulles Airport registered an eight percent decline and Chicago O'Hare and New Orleans Moisant were off seven percent each. Chicago Midway, on the other hand, showed a 14 percent gain. • FAA has cited Transamerica Airlines for a long list of alleged aircraft maintenance violations that add up to \$116,000 in civil penalties. Typical is the allegation that the Oakland-based carrier flew a stretched DC-8 on more than 150 flights with an inoperative No. 4 engine generator "which rendered the aircraft in an unairworthy condition." The alleged violations occurred between September 1976 and April 1980. • In another action involving Transamerica, the NTSB has ruled that the crash of one of the company's Lockheed Electras last November near Salt Lake City was caused by an electrical failure that knocked out many instruments in the cockpit. After the electrical failure, the pilot tried to descend to an area where visual flight would be (See page 2)

SUPER 80 CERTIFICATED FOR TWO-PILOT CREW

The agency has awarded a type certificate to the newest stretched version of the McDonnell Douglas DC-9, the so-called "Super 80." The type certificate authorizes operation of the aircraft with a two-pilot crew as proposed by the manufacturer. The plane was designed for such a crew and the agency certificated the plane--assured that it was safe--as designed. The type certification of the "Super 80" began three years ago. By the time it was completed, FAA employees had put in over 30,000 hours checking thousands of (See page 2)

EVOLUTION OF MCDONNELL DOUGLAS DC-9 FAMILY

		INITIAL OPERATIONS
SERIES 10 AND SERIES 20 80 PASSENGERS		1965 (-10) 1968 (-20)
SERIES 30 (+ 15 FEET) 105 PASSENGERS		1967
SERIES 40 (+ 21.4 FEET) 115 PASSENGERS		1968
SERIES 50 (+ 29.2 FEET) 135 PASSENGERS		1975
SUPER 80 (+ 43.5 FEET) 155 PASSENGERS		1980

MCDONNELL DOUGLAS CORPORATION

8104-50726

BRIEFS (From page 1)

possible but lost control of the aircraft and crashed south of the Salt Lake City Airport. All three crewmembers on board the cargo flight died in the accident.

● Eighteen en route centers now have National Weather Service meteorologists on board to provide controllers with a continuing flow of aviation weather information. The Seattle and Salt Lake City centers are the latest to join the program. Next, and last, in line are the Albuquerque, Los Angeles and Oakland centers. All will have the service by October. ● FAA has certificated an airship larger than the Goodyear blimps. The 150-foot long, 50-foot wide experimental craft uses hot air for lift and is powered by a single 180 h.p. helicopter engine, mounted behind the gondola, that gives it a top speed of 12 knots. Gene C. Berrier of the Fort Worth EMDO was responsible for the certification of the non-rigid airship, which is being used to advertise Busch Beer and already has been nicknamed the "Good Beer Blimp." Berrier previously was involved in the certification of the faster, but smaller, Goodyear blimp "Columbia." ● Administrator Bond has told Congress that enactment of two bills that would separate FAA's safety and administrative functions or a third bill that would remove the agency from the Department of Transportation "would be a mistake." Any such action, he added, "would impair the government's ability to deal comprehensively with aviation safety needs." The two-day hearing before the House Aviation subcommittee was completed with the ranking minority member, Rep. Gene Snyder of Kentucky, saying it had been a waste of time.

"SUPER 80" (From page 1)

documents and drawings. In addition, FAA pilots flew more than 400 hours of the 1,000 hours of flight tests conducted in three prototype aircraft. The "Super 80" is larger than its predecessors (See chart). It is designed to carry up to 172 passengers, although normal seating will be closer to 140. The aircraft also incorporates new high-bypass engines that make it quieter and more fuel efficient than the older, smaller "Nines."

A GOOD DAY'S WORK

Flight assists to planes "low on fuel" have become almost routine, but they are still life-saving acts and make for a good day's work. One day this summer, Rita L. Harper of the Mansfield, Ohio, Tower had a particularly good day. She saved not just one or two, but four lives that day. The plane she talked into a night landing touched down safely but ran completely out of gas while taxiing to the parking area. Without Rita's vectors, without Rita blinking the runway lights, the plane would have been airborne in the darkness when the engine stopped. Without Rita, the plane would have crashed. During the month of July 1980, 259 flight assists were reported—91 by flight service stations, 118 by towers and 50 by centers. There were a total of 448 people reported on board the aircraft involved.



CERTIFICATION REGS PROPOSED

The agency has issued a proposed rule to require that the certification of all new transport aircraft be reviewed on a 10-year cycle to determine what advances in technology should be incorporated into newly-produced models of the aircraft. The proposal would affect all new transport aircraft certificated after January 1, 1980, including the DC-9 "Super 80." In addition, the agency has issued two other proposed rules that deal with human factors and is preparing a third in the same area. The first proposal allows the agency to obtain Flight Data Recorder information and Cockpit Voice Recorder information from air carriers, air taxis and commercial operators. This means the agency could monitor these recorders at random, instead of only hearing the tapes after accidents. This information would be used to study human factors problems associated with aircraft operation and design. The second proposed rule takes activities unnecessary for the safe operation of the aircraft out of the cockpit. Non-essential "company business," such as ordering galley supplies, confirming passenger connections or making hotel reservations would become the responsibility of the flight/cabin attendants. The third proposal, still being prepared, will require Line Oriented Flight Training (LOFT). This means training as a team with other crewmembers, as part of the training by air carriers using approved flight simulator training programs.

MONTREAL JOBS OPEN

The International Civil Aviation Organization (ICAO) has a number of two-year jobs open in Montreal. The salary level for a Fellowships Officer and a Language Officer (translator-Russian) is \$19,040 with a tax-free net of \$14,149 to \$15,096. Applications for the Language Officer job must be in API-19 by September 16. Also open are jobs for economists in Air Carrier Tariffs and Air Carrier Operations. The salary is \$29,940 with a tax-free net of \$20,209 to \$21,756. Applications for these jobs must be in API-19 by October 10. Additional information about salary, duties, qualifications, applications and benefits is available at personnel offices.



MERIT PAY UNDER WAY

September 1 was "D" Day for FAA employees in positions under the merit pay system. The first merit pay appraisal period will begin on that date and continue to June 30, 1981. The first merit pay increase, effective October 4, 1981, will be based on the annual performance rating received for this appraisal period. FAA Order, "Performance Appraisal for Merit Pay Employees," provides that performance standards be developed and communicated to employees in writing at the beginning of the appraisal period. This means that all merit pay employees should now be receiving performance standards against which their merit pay performance will be evaluated.

GROUND SCHOOL IS FREE

The FAA Flying Club will hold a free private pilot ground school in Room 3200 of the Nassif Building on Tuesdays and Thursdays, from 6:30 to 9:00 p.m. for seven weeks, starting September 11. The course is open to anyone interested in becoming a private pilot. Although the course is free, students will be required to purchase a textbook and individual supplies. For additional information and registration, contact Thomas Williamson, x60968 or Tim Helsing, evenings, 546-0987.

AMENDMENT CELEBRATED

To celebrate the 60th anniversary of the 19th amendment, Woman's Suffrage, the DOT library, on the ninth floor of FOB-10A, displayed a cornucopia of book jackets for books about successful professional women. According to the library staff, the title that seemed to catch the visitor's eye was, "Think Like a Man, Act Like a Lady and Work Like a Dog."



NEW CANADIAN LIAISON NAMED

At the end of September, M.E. (Moe) Louch will replace Ed Bridgland as Transport Canada Liaison Officer at FAA headquarters. A World War II pilot, Louch served with the Royal Canadian Air Force and after the war joined the Canadian Department of Transportation as a civil aviation inspector. Since 1964, he has been the Director of Flight Operations in Ottawa. Bridgland plans to return to Canada and retire.

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:

- Technical Aspects of Flight Vehicle Safety;
- Experimental Design & Safety Research; and
- Philosophical Basis for Accident Prevention.

Classes are now held in the Crystal City complex in Crystal Plaza Building No. 6, accessible by Metro. Ample free parking is provided in the basement. Classes run from September 15 through November 8, 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.

HAVANA PASSENGERS LIVE HIGH

It has been costing the airlines involved more than a little embarrassment when their planes have been going to Havana during the recent wave of hijackings by Cuban refugees. In addition to the landing and other fees charged by the Cuban government, they are being presented with the restaurant and bar tabs run up by the passengers during their short stay on Cuban soil. The passengers on one plane, an L-1011, wine and dined to the sum of \$5,021.52

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FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-36

September 8, 1980

THE NEWS IN BRIEF

A special "Operations Analysis Group" that investigated a series of 12 computer outages that occurred at the Oakland Center earlier this summer has concluded that the IBM 9020 was to blame for only one of them. Of the remaining 11 outages, five were the result of software problems, four were caused by personnel errors, and two occurred because of component failures in the computer display channel. This finding, the group reported, "doesn't seem to support charges that the IBM system is 'old and worn out.'"

● Ground was broken last month for a new \$5 million control tower at Honolulu International Airport. The 150-foot high tower features the same four-column design as those at the Dallas/Ft. Worth and Atlanta airports. The tentative commissioning date is December 31, 1982. ● Leon Daugherty, who retired as Director of the Western Region last December, has been named Dean of the newly instituted College of Technology at Northrop University in Inglewood, Calif. Daugherty is no stranger to the academic world, having put in eight years at the FAA Academy, five of them as superintendent. He holds a master's degree from Syracuse University and is a registered Professional Engineer.

(See Page 2)

ANTI-COLLISION DEVICE TO BE TESTED IN FIELD

The agency has awarded a contract to ARINC Research Corp. of Annapolis, Md., to test the Active Beacon Collision Avoidance System (BCAS) aboard commercial airliners in regularly scheduled service. The anti-collision device will be tested on two Pacific Southwest Airlines' B-727 aircraft on routes that serve 16 communities in California, Nevada, Arizona and Utah. The two test systems are scheduled to be delivered (See page 2)

PAY HIKE PROPOSED

In a move that came as a pleasant surprise to the rank and file of the Federal workforce, President Carter has called for a 9.1 percent pay raise for most civilian government employees. The Administration's original budget submission for FY 1981 called for a 6.2 percent increase, but this was upgraded to 7.8 percent in July. The 9.1 percentage rate chosen by the President is roughly equal to the 9 percent inflation rate projected by the Administration for the coming year. The increase goes into effect October 1 unless Congress votes to repeal it, but Mr. Carter asked for Congressional approval on the grounds that "the dedication of these loyal public servants deserves no less relief than we would allow for other workers." (See chart on page 3)

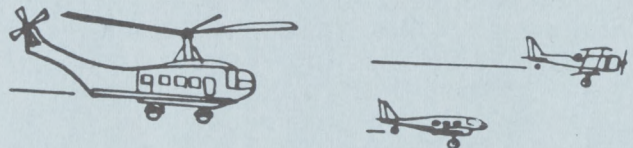
BRIEFS (From page 1)

● FAA's Office of International Aviation Affairs has come up with some interesting statistics that could come in handy during the next lull in cocktail party conversation. For example, they show that 22 U.S. airlines are providing scheduled international service to 121 cities in 75 countries or dependencies. On the other hand, there are 77 foreign airlines flying into 31 U.S. cities, seven of which are in U.S. territories. Not surprisingly, the U.S. ranks number one in international operations, followed by the U.K., France, Japan and West Germany.

ANTI-COLLISION (From page 1) next spring. BCAS is an airborne anti-collision device which will provide the equipped aircraft with a warning of potential collision situations. Besides alerting the pilot to a potential collision, it will give the pilot instructions on how to avoid a conflict. The BCAS unit will provide protection against any aircraft equipped with airborne ATRCBS transponder and altitude encoder. The device will also provide protection against aircraft equipped with the new Discrete Address Beacon System - DABS and will be compatible with the ground-based Automatic Traffic Advisory and Resolution System - ATARS. The active BCAS is primarily designed for use in en route airspace and at airports with light to moderate traffic. Delivery of production models is expected in 1983. FAA also is developing and testing a more sophisticated airborne collision avoidance device for use in congested airspace, but it will not be ready for commercial use until the mid-1980s.

PENALTY SEVERE FOR VEHICLE MISUSE

The Office of Civil Aviation Security reminds all FAAers that any government employee who willfully uses or authorizes the use of any government-owned or leased passenger motor vehicle or aircraft for other than official purposes is in trouble. He or she is subject to mandatory suspension from duty without compensation for not less than one month and may be suspended for a longer period or summarily removed from office if circumstances warrant.

**FIXED-WING AND 'COPTERS GO TOGETHER, STUDY FINDS**

HAA wants FAA to "establish a program to inform controllers on the unique operating characteristics and capabilities of the helicopter," because it says many controllers have a tendency to treat helicopters like fixed-wing aircraft. HAA is the Helicopter Association of America, and it recently did a study for FAA on helicopter operations in the Northeast Corridor. The study concluded that "Helicopters and fixed-wing aircraft can fly productively together in the same air system using instrument flight rules." But the report cautioned that both controllers and pilots need more experience in operating together. It found that "As both pilots and controllers became more experienced in the operation, more and more flights were being carried out with 'good handling' reports by pilots."

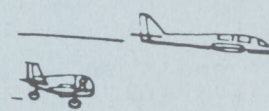
AIA CHIEFS NAMED

Roland A Eckert has been named Director of the Office of International Aviation Affairs and Norman H. Plummer has been named Deputy Director. Eckert has been Special Counsel to the Administrator since he joined the agency in September 1977. He previously served under Mr. Bond at the Illinois Department of Transportation where he was Assistant Chief Counsel. A licensed pilot, he has a B.A. from the University of Illinois and an LLB from Western Reserve. Plummer came to the agency in 1959 as a trial attorney in the Eastern Region, and later served as Southwest Region Counsel. He transferred to AIA in 1972 and was named Acting Director of the office in May 1978. He holds an LLB from Cornell.

APP - Phillip J. Steece, Gerald F. McMahon and Helen M. Shields;
 AVP - Joan B. Barriage and Charles Dobson; AED - Stanley B. Plotkin and Herbert C. Spicer; AAT - Melvin Leonberger, William E. Broadwater, James C. Tedder, John E. Berta and Frederick A. Moore; AGC - Marguerite C. Volk and Yetta Nachman; AMS - Martin Konigmacher, Virginia E. Medley and Betty Lou Shaver; ASF - Richard C. Emrich; AAM - Edward Podolak; ALG - Peter Scourby and Catherine L. O'Brien; AMA - Theodore Bender, John Moats, Bennie L. Green, Charles Anderson and Patrick J. Kelly, Nathan Bowe, Philip A. Hourihan, Olive G. Ferris, Frank J. Rodgers and William M. Smith; AAA - Charles Stephanson and Eleanore G. Severns; AEM - Milton B. Meisner and Horace Beaman; APT - Robert H. Stevenson, Ray Brickey and John T. Harsch; AAF - George Viau; ABU - Donald W. Thompson and Raymond R. Slonena; and AVS - Eli S. Newberger

MANY RETIRE IN AUGUST

Employees, striving to take advantage of the September 1 cost of living increase, caused a flurry of retirements at the end of August. A list of the 46 headquarters employees who retired follows: ARD - Oliver J. DeZoute, Joseph P. O'Brien and Isadore Goldman; AAS - Robert J. Endres;



WHITE-COLLAR PAY SCALES UNDER CARTER'S PROPOSAL

GS Level	Steps									
	1	2	3	4	5	6	7	8	9	10
1	\$7,960	\$8,225	\$8,490	\$8,755	\$9,020	\$9,069	\$9,189	\$9,444	\$9,699	\$9,954
2	8,951	9,069	9,242	9,531	9,820	*0,109	10,398	10,687	10,976	11,265
3	9,766	10,092	10,418	10,744	11,070	11,396	11,722	12,048	12,374	12,700
4	10,963	11,328	11,693	12,058	12,423	12,788	13,153	13,518	13,883	14,248
5	12,266	12,675	13,084	13,493	13,902	14,311	14,720	15,129	15,538	15,947
6	13,672	14,128	14,584	15,040	15,496	15,952	16,408	16,864	17,320	17,776
7	15,193	15,699	16,205	16,711	17,217	17,723	18,229	18,735	19,241	19,747
8	16,826	17,387	17,948	18,509	19,070	19,631	20,192	20,753	21,314	21,875
9	18,585	19,205	19,825	20,445	21,065	21,685	22,305	22,925	23,545	24,165
10	20,467	21,149	21,831	22,513	23,195	23,877	24,559	25,241	25,923	26,605
11	22,486	23,236	23,986	24,736	25,486	26,236	26,986	27,736	28,486	29,236
12	26,951	27,849	28,747	29,645	30,543	31,441	32,339	33,237	34,135	35,033
13	32,048	33,116	34,184	35,252	36,320	37,388	38,456	39,524	40,592	41,660
14	37,871	39,133	40,395	41,657	42,919	44,181	45,443	46,705	47,967	49,229
15	44,547	46,032	47,517	49,002	*50,487	*51,972	*53,457	*54,942	*56,427	*57,912
16	49,198	*50,838	*52,478	*54,118	*55,758	*57,398	*58,500	*58,500	*58,500	
17	*53,849	*55,644	*57,439	*58,500	*58,500					
18	*58,500									

*The rate of basic pay payable for employees at these rates is limited to the rate for level V of the Executive Schedule, which is expected to remain at \$50,112.50.

CLASSIC FILMS ARE FREE

Again this fall aviation film classics will be presented free in the Air and Space Museum theater on Thursdays at 7:30 p.m. The schedule through the middle of October is:

- **DAWN PATROL**, September 11. Two daredevil British flyers are at the front in World War II. One orders the inexperienced younger brother of the other into combat where he is killed. With Errol Flynn, David Niven and Basil Rathbone;
- **633 SQUADRON**, September 25. Squadron 633 makes a successful but suicidal attack on a Nazi factory which supplies fuel for German rockets. With Cliff Robertson and George Chakiris;
- **HELL'S ANGELS**, October 2. Three Oxford buddies, two British and one German, are drafted to fight on opposing sides of World War I;
- **FLYING LEATHERNECKS**, October 9. A strict disciplinarian officer and his squadron become friends in a war. With John Wayne and Robert Ryan; and
- **THE DAM BUSTERS**, October 16. The British War Ministry accepts a scientist's plan to destroy Germany's Ruhr dams. A true story. With Michael Redgrave.

Ship- shape



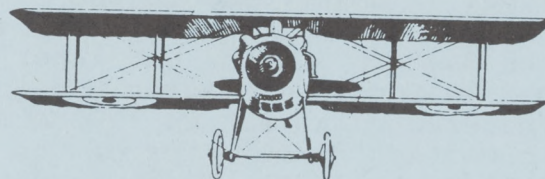
We all want our finances in order. Especially in the years ahead.

By buying Bonds through the Payroll Savings Plan, we can chart a course for smooth sailing. For fair winds. And following seas.

And when it's time to find a port in a storm, a small stockpile of Savings Bonds can turn into a mighty snug harbor.

FIRE FIGHTERS EARN MEDICAL CERTIFICATION

Seven National Airport fire fighters have been certified Emergency Medical Technicians by the State of Virginia's Emergency Medical Services Offices. James Darr, Stephen M. De Mare, Richard Hockman, Thomas Hodge, Arnold Hutchinson, James Payne and Jimmie L. Pete won their certification by successfully completing a course coordinated by Fire Lt. C. J. Deener.



FOR MILLEVILLE, READ CEDAR LAKE

Headquarters pilots will be interested to know that on October 30 the Millville, N.J. VORTAC will become "Cedar Lake VORTAC" with a radio identifier of V-C-N. The name change is being made because pilots frequently report over Millville but do not specify the airport or the VORTAC which are 11¼ nautical miles apart. It is to eliminate this ambiguity and potential for confusion that the action is being taken.



Take stock in America

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-37 September 15, 1980

THE NEWS IN BRIEF

NTSB has upheld an FAA action grounding a Phoenix-based air taxi outfit that operated as Chandler Flyers and under a couple of other names. In doing so, the Board reversed the decision of an NTSB law judge who would have let Chandler off the hook with a short-term suspension. FAA revoked the air taxi's certificate earlier this year for a long list of maintenance and operational violations. The agency also is investigating charges that Chandler continued in business for a time after its certificate was revoked.

• Then there was the case of the pilot who logged too much "Parker Pen Time" and was caught by FAA inspectors at the North Philadelphia GADO. A NTSB law judge has ruled that FAA acted properly in revoking the pilot's certificate for "intentionally false statements" on his application for an air taxi pilot authorization and in his logbook. Among other things, the pilot claimed that he once logged over 1,150 hours during a 4½ month period and more than 175 instrument hours in about the same time. FAA

had more than two-thirds of the 600 hours shown in the pilot's log probably were fictitious.

(Continued on page 2)

NEW FIRE PROTECTION SYSTEM COMING TO CENTERS

New automatic fire protection systems and new fire detection/ alarm systems are being installed in all 20 conterminous en route centers. The systems, which use a non-toxic gas called Halon 1301 as an extinguishing agent, are slated for installation in computer rooms and tape storage areas of the centers. Although engineering and planning work will start immediately, actual installation of the systems in the floors and ceilings will not begin for three to four months. (Continued on page 2)

FOSTER, OTHER SENIOR EXECES

ARE HONORED

Northwest Region Director Charles R. Foster is one of 49 career Federal managers named by President Carter last week as "Distinguished Executives." In a related action, the President singled out 206 Senior Executive Service participants as "Meritorious Executives," including FAA officials Neal A. Blake, Deputy Associate Administrator for Engineering and Development; Benjamin Demps, Jr., Director of the Aeronautical Center; William R. Frehse, Chief of the Airway Facilities Division in the Western Region; (Continued on page 2)

BRIEFS (From page 1)

● The operators of Michiana Regional Airport in South Bend, Ind., are trying to decide what to do with the old control tower there now that FAA has shifted its operation to a new solar-heated facility across the field. Demolition seems to be the preferred option because the structure is described as a "leaky eyesore." But that would cost at least \$25,000, so airport authorities are looking at other options such as using the tower as an educational facility for visiting school children, converting it into a "red carpet lounge" or charging 25 cents for a "view from the tower." In the meantime, the officials are checking other airports to see what happened to their old control towers. They'll probably find there's not a big demand for them.

● The recent White House announcement of a 9.1 percent proposed pay hike for Government employees didn't cause everyone in the Federal workforce to go dancing in the streets. The General Accounting Office notes that the proposed salary increase doesn't cover most people in the top GS ratings and says this will further aggravate the problem of pay compression, which already has resulted in about 90 percent of SES executives receiving the same pay despite different levels of responsibility. In fact, the GAO points out that executive schedule salaries have increased an average of only 35 percent since 1969 as compared with increases of 84 percent for GS levels. GAO is recommending changes in the pay-setting process for Federal executives.

HONOR (From page 1)

Jonathan Howe, Deputy Director, Northwest Region; Richard F. Lally, Director of the Office of Civil Aviation Security, and Robert E. Whittington, Director of the New England Region. Foster was honored for implementing various reforms and reorganizations that led to a safer aviation industry, and for spearheading the agency's investigation of the DC-10. President Carter said of the executives honored, "Federal managers exert an enormous influence on us all. On behalf of 240 million Americans I want to thank you for what you have meant to us all." The distinguished rank carries a stipend of \$20,000 the meritorious, \$10,000.

FIRE (From page 1)

When it does, it will not, in any way, disrupt work in the control room. The protection system, being engineered and installed by The Ansul Company of Marinette, Wis., will be triggered automatically if a blaze is detected by the new system. The endangered area will then be totally flooded by the non-toxic extinguishing gas. The work is expected to be completely finished in all 20 centers in 16 to 17 months.



SAFER PANEL SUPPORTS FAA

The concept which has the greatest potential for reducing post crash fires in aircraft accidents is anti-misting kerosene, according to a new report on the problem. Prepared for FAA by a special panel of technical experts, the report recommends accelerated research to develop an additive for kerosene jet fuel that will prevent it from breaking up into a fine combustible mist in an accident. The report notes that tests conducted to date show that anti-misting kerosene has the ability to minimize, or eliminate completely, the fireball frequently experienced when fuel is released in an accident. Other recommendations deal with fuel tank vent protection, engine fuel supply shut-off, reduced flash point kerosene fuels, and improved cabin interior materials. FAA Administrator Langhorne Bond said the report of the Special Aviation Fire and Explosion Reduction (SAFER) Advisory Committee "indicates that the FAA is doing the right things in the area of post-crash fire and explosion reduction. There are no dramatic breakthroughs or innovations proposed in the Committee's report. This may be a disappointment to those who expected such phenomena, but it supports our belief that careful preliminary research must be done before changes are made in the regulatory structure, and that there are no quick and easy solutions to the problem." The 26-member SAFER panel spent more than a year, with the aid of various technical support groups, examining the factors affecting the survival of jet passengers in post crash fires.

TRACON TRAINING STARTS

Training of controllers at the new New York Terminal Radar Approach Control (TRACON) in Garden City, L.I., began on August 7 in anticipation of a January commissioning. The training had been delayed when traces of dioxin gas from a nearby waste recovery plant were found in the atmosphere. The plant was closed in March and will not reopen until it is okayed by the Environmental Protection Agency. Now that a special FAA team of experts, the Dioxin Advisory Group, has found no evidence of dioxin in the area, FAA's intensive training program will get into high gear. Controllers at the new facility, the Charles Lindbergh Building, will route traffic to and from JFK, LaGuardia and Newark airports as well as to and from a number of other smaller fields in the New York metropolitan area. When the TRACON is commissioned, employees working in the "Common Eye" at JFK Airport, will be reassigned to the Lindbergh building, and the facility at Kennedy will be closed.

FTS FOR BUSINESS ONLY

Employees who use the FTS telephone system for personal long distance calls are headed for trouble. The Office of Civil Aviation Security reminds us that the FTS and other Government-provided long distance telephone services are for official Government business only. Use of these facilities for personal reasons is prohibited and could result in an employee being fined, suspended or dismissed.

FAAer JAILED FOR THEFT

A former section chief at the Mike Monroney Aeronautical Center in Oklahoma City, who had 37 years of Federal service and was making over \$32,000 a year, is now doing time in a Federal prison in Texas because he wanted to go in business for himself with some U.S. Government property. The ex-FAAer was arrested by the FBI when he unlawfully removed electronic equipment from the FAA Depot. Three more pieces of equipment were found in his vehicle. The former employee pleaded guilty to four separate counts of theft of government property and was sentenced to five years in Federal prison on each count. He began serving his sentence on August 25.

HEALTH FILMS SHOWING

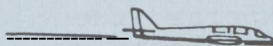
The week of September 22 the Office of Personnel and Training will sponsor films on alcoholism in the FAA Auditorium. The films, to be shown at 11 a.m., 12 noon and 1 p.m., will address the subject of the disease of alcoholism from a number of perspectives. Films to be shown are:

- September 22, "Life, Death and Recovery of an Alcoholic," the normal course of the disease.
- September 23; "Alcoholism, Pills and Recovery," the additional and growing dimension of sedativism;
- September 24, "Women and Alcohol, Through the Drinking Glass," the special problems of women alcoholics;
- September 25, "Under the Influence," the impact of drinking on a person's ability to drive, and



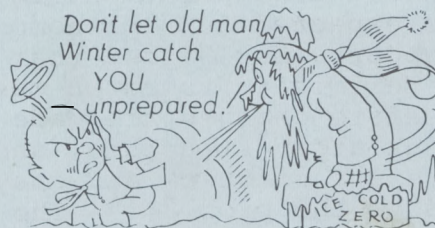
- September 26, "Hollywood and Vine," a discussion by famous stars about the onset and course of their own personal fight with alcoholism.

For information about how FAA is treating the problem of alcoholism see, "Someone to Trust," FAA WORLD, September.



INOCULATIONS SCHEDULED

U.S. Public Health Service is not predicting an epidemic of influenza this year but inoculations are being provided for personnel interested in the preventive program. Those employees with chronic disease, including cardiovascular, respiratory, renal or metabolic diseases are urged to avail themselves of this protection. Persons who are allergic to chicken, eggs, feathers or have other serious allergic conditions should not receive these inoculations. Inoculations will be given in FOB-10A September 22-26, from 9 a.m. to 3 p.m. Washington National Airport Health Unit, October 20-31; from 9 a.m. to 11 a.m. and 2 p.m. to 4 p.m. Dulles International Airport Health Unit, October 15-17; from 8:30 a.m. to 9 p.m.; Room G432.



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FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-38 September 22, 1980

THE NEWS IN BRIEF

The largest airport terminal in the world opened for operations in Atlanta September 21. The new 12.6 acre building is in the middle of the field, nestled between the runways. It is capable of handling 55 million passengers annually through 138 gates, which is 66 more than the previous terminal boasted. Georgia Governor George Busbee and Atlanta Mayor Maynard Jackson were the principal speakers at the dedication ceremonies held September 18. The new facility welcomed its first distinguished visitor September 16, before it was officially open, when President Carter stopped to look over the new terminal in his old stamping grounds. • NTSB has given FAA a series of recommendations designed to minimize the threat of post-crash fires in general aviation accidents. The Board noted that general aviation accidents involving fire are 4½ times more likely to have fatalities than those without, and said that eliminating the fire hazard could save over 300 lives a year. Among other things, the Board wants existing regulations amended to require the incorporation of a crash-resistant fuel system in general aviation aircraft. It also wants periodic updates of the certification regulations to reflect the latest crash/fire survivability improvements. (See page 2)

EXEC DEVELOPMENT PROGRAM ANNOUNCED BY DOT

The Office of the Secretary has announced a new Department of Transportation Senior Executive Service Candidate Development Program, which incorporates all existing executive development programs, including FAA's, under one umbrella. The two-year, part-time DOT program is designed to identify individuals having executive potential, provide a means for developing these individuals through formal training and significant experience in the management of DOT programs, and ensure an adequate number of well-qualified candidates for positions in the Senior (See page 2)

FAA ALL THE WAY

Last week's unprecedented return of two hijackers from Cuba to the U.S. for prosecution was an FAA operation from start to finish. The plane, dispatched suddenly from Washington, D.C. to Atlanta to Havana and back to Columbia, S.C., was the FAA Jet Star, N-1. The flight crew was made up of FAAers assigned to headquarters. Eldon W. Brown was the pilot, Thomas J. Ward, the co-pilot and Donald Kagle, the flight mechanic. Three of the five marshals aboard were FAA sky marshals. They were Hector Gonzalez, headquarters, Ralph Tucker and Victor Echivarria, both from Atlanta. The other two were U.S. Marshals.

BRIEFS (From page 1)

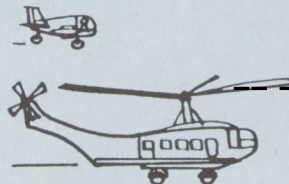
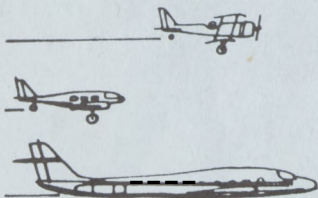
● Those who think there are no new aviation frontiers to cross will be happy to hear about a contest being sponsored by the American Helicopter Association. The whirly-bird group is putting up a \$10,000 prize for the first human-powered helicopter flight. To win, the machine must reach a minimum altitude of 10 feet and hover in a near stationary position for at least a minute. AHS hopes to raise more money to increase the prize.

PROGRAM (From page 1)

Executive Service (SES). Participants will continue working at their regular jobs, except when participating in formal training or orientation sessions or when on developmental assignments. Those successfully completing the program will receive a certification of managerial competence from the Office of Personnel Management. This certification is required for entry into the SES. The new developmental program will be one of the principal means used by DOT to assure a continuing flow of competent, effective executives to meet the needs of the Department in the years to come. However, participation in this program is not the only means of entry into SES. For more detailed information on the program, see DOT announcement number EP-7-80 and brochures available at personnel offices. The closing date for applications has been extended to October 8.

AKM STATUS REPORT

Sometime in late 1984, an FAA-owned Boeing 720 will crash at a remote location in the California desert. But there will be no fatalities since the aircraft will be piloted by remote control. And there should be no fire either--at least, no roaring inferno--since the aircraft's fuel tanks will be filled with antimisting kerosene or AMK. The crash will be the culmination of a multi-phased program that seeks to determine if the use of AMK can reduce the fire hazard in survivable accidents. The recent report of the Special Aviation Fire and Explosion Reduction (SAFER) Advisory Committee endorsed AMK as the single best hope for reducing this hazard. AMK contains an additive that prevents it from breaking up into a fine, highly-combustible mist when released from ruptured fuel tanks in an accident. A British developed polymer with a very high molecular weight, called FM-9, is the additive being tested by FAA and already has shown a capability to minimize, and in most cases eliminate entirely, the fireball that occurs when fuel tanks are ruptured. FAA plans to complete its basic feasibility work this fall and move into the full-scale validation phase. This phase involves ground and flight tests, the full-scale crash test of an obsolete Boeing 720 and the establishment of the final cost-benefit aspects of the fuel's usage. The agency expects this work will lead to rule making action in 1984.



HE JUST COULDN'T LAND

The outstanding flight save for August proves once again that landing is the toughest part of flying. In this case, the pilot tried four times and aborted four times before controller Conrad Suckow, who is also a flight instructor, took over. In his own words, here's what happened: "On its approaches, the airplane seemed to be just a bit fast.... (Also) the nose wheel was contacting the runway before the main landing gear. When I spoke to the pilot.... I told him he appeared to be fast... (and) suggested he use quite a bit of nose trim and that he try to keep the airplane off the ground as long as possible.... During the last 20 or 30 seconds of the approach I kept my microphone keyed continuously. I spoke encouragingly to him, assuring him that if he continued to hold the airplane in that same attitude, it would settle in and not bounce. At last, I told him to pull his power all the way back, and the airplane landed safely."

TIME TO USE OR LOSE

The trees have hardly begun to turn, but it's already time to start scheduling "use or lose" leave. Employees with more than 240 hours on the books or those who will have more than that amount by the end of the leave year, should start requesting leave in writing right now. Generally, employees cannot carry more than 240 hours of annual leave into a new year. However, leave in excess of 240 hours which has been scheduled in writing, and which was not used for some legitimate reason, may be considered for restoration. That's why filling out a Form 71 (Application for Leave) right now is a smart thing to do.

BROADCAST OF HIJACKER CONVERSATIONS NIXED

The Federal Communications Commission has notified three Seattle television stations and one radio station that they face possible disciplinary action for making live broadcasts of the conversation between a would-be skyjacker and an FBI agent last July 11. The action was prompted by complaints from FAA and the FBI that the live broadcasts could have jeopardized their handling of the hijacking attempt. Federal law prohibits the rebroadcasting of such radio conversations without the permission of the sending party. The 17-year-old male hijacker, who claimed to have a bomb in a briefcase, held 52 passengers and seven crewmembers hostage while he demanded \$600,000 in ransom and a parachute. The FBI negotiator was able to persuade him to let the passengers and all but two of the crewmembers go. The hijacker finally settled for an offer of three cheeseburgers and a rental car in which to escape. However, he was subdued and arrested before he got either.

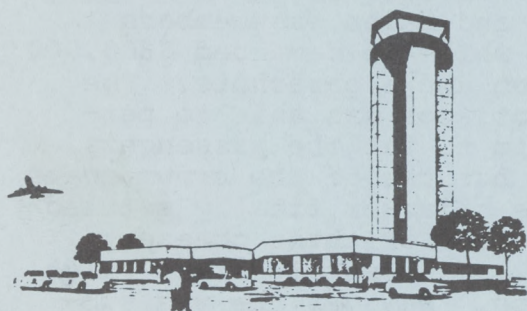
MEXICO CITY, MONTREAL JOBS

The International Civil Aviation Organization (ICAO) has two-year assignments open as Technical Officers in Mexico City and Montreal. The Mexico opening is for a communications specialist, and in Montreal a Personnel and Training specialist is needed. The salary for both jobs is \$29,940 with a tax-free net of between \$20,209 and \$21,756. Applications must be in API-19 by October 23. For more information about salary, qualifications, applications, duties and benefits, contact personnel offices.



PHOTO CONTEST EXTENDED

The deadline for entering FAA's employee Photo Contest has been extended to November 7. Winners will be announced on the 24th. Additional copies of the flyer announcing the contest are available in room 911 in case you missed it the first time around. Be one of the nine Savings Bond winners and have your photo with credit line in FAA World. Get your entries in.



ATCA MEETING PLANNED

The Air Traffic Control Association will hold its 25th Annual Meeting and Technical Program on October 19-24 at the Sheraton National Hotel, Arlington, Va. The conference will cover a wide range of subjects including a panel on "Challenges and Issues for the Future," in which Deputy Administrator Taylor and Senator Howard Cannon will participate. On Sunday, the 19th, a free reunion for all controllers will be held from 5 to 7 p.m. For registration forms and detailed information, contact ATCA, Suite 410, 2020 N. 14th St., Arlington, Va. 22201.

SUMMER MEANS WORK

September and the end of summer does not signify the end of vacation time for APT's Employment Branch. It means, on the other hand, an end to the busiest time of the year because of the Summer Employment Program. This year they received some 4,000 applications for summer employment and hired over 300 people, roughly 10 percent of the headquarters workforce, in nine different categories of jobs, ranging from law clerk to landscaping assistant. An integral part of this recurring recruitment effort is the program for disadvantaged youth, which provides income and work experience for needy youth who might not otherwise get summer jobs. Of the summer jobs this year, 30 percent were in the disadvantaged category. However, this is not a one-way street. This year particularly, many summer employees had a chance to make significant contributions to the agency by doing work normally assigned to positions which could not be filled because of the Government-wide hiring limitation in effect since March.

FILMS SCHEDULED--A REMINDER

The Office of Personnel and Training reminds all employees that films on Alcoholism will be shown in the FAA auditorium this week at 11 a.m., 12 noon and 1 p.m. The schedule is: September 22, "Life, Death and Recovery of an Alcoholic"; September 23, "Alcoholism, Pills and Recovery"; September 24, "Women and Alcohol, Through the Drinking Glass"; September 25, "Under the Influence"; and September 26, "Hollywood and Vine "

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

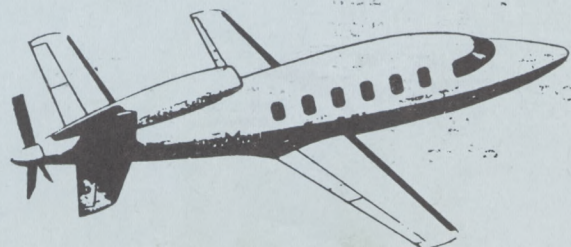
80-39 September 29, 1980

THE NEWS IN BRIEF

FAA has won a seven-year legal battle involving claims by System Research Corp. that the agency had entered into an informal contract with it for procurement of air traffic control simulators. The U.S. Court of Claims in Washington, D.C., dismissed the company's suit noting that both parties were aware throughout the 1973 negotiations that no contract existed and FAA never had authorized SRC to begin contract performance. The trial judge also ruled that the agency had not cancelled the procurement in an "arbitrary manner," as charged by the company. He said FAA's reasons for cancellation--the energy crisis and the rapidly advancing development of simulator capability in its operational equipment--were legitimate and devoid of bad faith. SRC had been seeking damages including "start up" costs and the cost of the first simulator. ● The Western Region is conducting an evaluation of high-altitude (above 18,000 ft.) en route flight advisory service (EFAS). Three sites have been commissioned: Mt. Humboldt, Ariz.; Angels Camp, Calif.; and Mt. Potosi, Nev. The final site at Battle Mountain, Nev., is scheduled for completion by late November. (See page 2)

SEVERE PUNISHMENT PROPOSED FOR ALLEGED COMPUTER TAMPERING

Two Eastern Region controllers who were accused of erasing data in a New York Common IFR Room computer received letters of proposed disciplinary action last week. At the time of the incident the computer was providing information on an Aeroflot jet approaching JFK International Airport with the Soviet ambassador and other Soviet diplomats on board. After a preliminary investigation by agency supervisors, the FBI and the U.S. Attorney were called into the case, but the Attorney subsequently decided that there was not enough evidence to bring a criminal indictment. The letters sent to the controllers by Regional Director Murray Smith proposed removal from the Federal service for one and a 30-day suspension for the other. The controllers have 20 days to respond to the proposed disciplinary actions before a final decision is made.



BRIEFS (From page 1)

After the trial period, results, including comments from users, will be evaluated to determine if the high-altitude EFAS should be adopted systemwide. FAA now has EFAS at 44 flight service stations in the U.S., with remote communications outlets at another 150 sites. ● The largest minority business contract ever awarded by FAA was signed last week in Washington by Administrator Bond. The \$10.5 million contract was awarded to Input Output Computer Services, Inc. of Waltham, Mass., to develop a system for monitoring, by remote control, the operation of radars, navigation aids and radio links that serve FAA's air route traffic control centers. Much of this equipment is located on mountain tops and other remote areas difficult to reach. With remote monitoring equipment, FAA maintenance technicians will be able to check the equipment without actually visiting the site. ● A survey prepared for the 23rd session of the International Civil Aviation Organization assembly in Montreal predicts that the air industry will continue to grow more rapidly than the general economy. However, the survey does see a slackening of the growth rate in the 1980s compared to the 1970s. During the 1970s, the growth rate in world scheduled passenger traffic was 10 percent. For the 1980s, a seven percent rate is predicted. Heading the U.S. delegation at the international assembly is Administrator Bond.

CENTER WEATHER REPORT SAVES BALLOONISTS' LIVES

The two balloonists whose trans-continental attempt ended in Ohio last week credited the weather report from the Indianapolis Center with "saving our lives." The two crewmembers of the "Super Chicken" had to bail out of their craft over Columbus, Ohio, on September 23 when the Indianapolis Center advised them to abort the cross-country flight because of severe thunderstorms. At the beginning of the flight, it was another FAAer who helped the balloonists. Roy H. Billings, Operations Unit chief of the San Diego GADO, stayed at the Oceanside, Calif., launch site until after midnight checking the balloonists' equipment, including their two VHF radios, two transponders, a DME and a radio telephone. And other FAAers were there to help during the course of the three-day flight, too. Shortly after takeoff, the aircraft was picked up by the San Diego Approach Control and later handed off to the Los Angeles Center, and controllers there talked to the balloonists all the way across Southern California and into Arizona. The "Super Chicken" was then handed off to the Albuquerque Center and later to the Fort Worth and Kansas City Centers. By evening of the third day, it was over Cleveland Center territory but still communicating with Indianapolis when the balloonists were forced to abandon the craft, which eventually landed in power lines in Western Pennsylvania.



PARKING FEE PLAN RULED ILLEGAL

A U.S. District Court judge ruled last week that the administration's plan to charge Federal employees commercial rates for parking spaces is illegal. D.C. Judge Harold H. Greene said the plan to charge employees full commercial rates at Government-owned or leased parking facilities should have been submitted to Congress for approval under the terms of the Energy Policy and Conservation Act. The administration began phasing in its rate hike plan last November with the full rate scheduled to go into effect beginning October 1, 1981. The judge said, however, that he would allow the government to make further argument in support of its plan. So, stay tuned.

JOBS OPEN IN MONTREAL

The International Civil Aviation Organization has several two-year assignments open in Montreal. Jobs as Chief, Field Operations Branch, and Chief, Field Services Branch, command salaries of \$43,890 with a tax-free net of \$29,245 to \$26,931. Applications for these positions are due in API-19 by November 3. A job as Personnel Officer (staff movements) has a salary of \$23,910 with a tax-free net of \$18,193 to \$16,978. Application for this job is due in API-19 by October 13. Information about salary, duties, qualifications, applications and benefits is available at personnel offices.



Take
stock
in America.

SAFETY REPORTING SYSTEM IS ALIVE AND WELL

The September issue of Air Line Pilot magazine wants members of the Air Line Pilots Association to know that the Aviation Safety Reporting System is still alive and doing quite well. Moreover, it has a few words of reassurance for ALPA members and others who might have qualms about filing ASRS reports: "All reports submitted to NASA continue to be confidential. A new FAR (91.57) specifically prohibits FAA from using any information in an ASRS report as part of an enforcement proceeding. There is, in fact, no way a pilot, or any user, can be hurt by reporting to ASRS. Filing a report can only add important information to a unique data base on aviation safety. And it may provide the reporter with immunity from sanctions, depending on the circumstances."

SEPTEMBER FAA WORLD

You've read about the new Technical Center; now in the September issue, you can see it and get more details on it. You'll also find an adventure tale of the Arctic, a rundown on one of the most intriguing flops in aviation--the marriage of an aircraft and an automobile, and a story on a counseling program for alcoholism and other problems. Our regular departments include Research Highlights, Q&A, People and Update.

CHEATING CAN BE EXPENSIVE

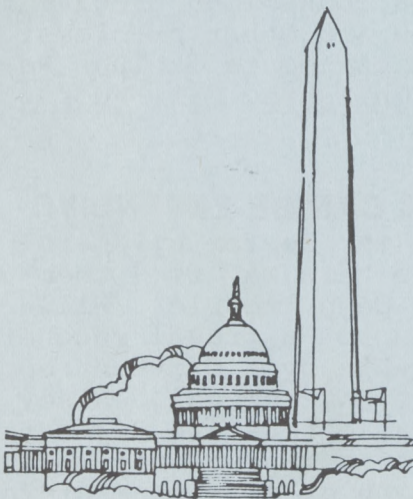
Employees who doctor up their travel vouchers may find themselves in deep trouble. Willfully lying on a travel voucher is punishable by a written reprimand or, even, removal. Also, for such an offense, U.S. statutes provide for a fine of not more than \$10,000 or imprisonment for not more than five years, or both.

STEAM LEAKS - COLD FOOD

There was no hot food in the FOB 10A cafeteria for the first three days of last week because the General Services Administration was repairing steam pipes in the general vicinity of the building. Valves were being replaced in order to stop steam leaks. Without the steam and hot water, the cafeteria could not have kept food hot, nor could the dishes have been washed.

ENERGY USE AT AIRPORTS TO BE CHECKED

A contract for energy conservation studies of Washington National and Dulles airports has been awarded to Booz, Allen and Hamilton, Inc., of Bethesda. The contractor will make a complete accounting of when and how energy is being used at the airports and come up with a list of conservation programs. The agency will then select the most promising programs, and the contractor will plan an energy conservation project and design any necessary construction such as new lighting systems, more efficient machinery or new insulation. A major project already identified is the design of a heating and air conditioning central control system for Dulles.



DIRECTIVE WRITING ; A ONE DAY COURSE SET

A National Archives and Records Service (NARS) workshop, specially designed to provide training in the writing of effective directives, is scheduled to be given in FOB 10A shortly after January 1. Emphasis will be on clear writing and will cover such things as: analysis, planning and research; organization and outline of material; brevity, conciseness and simplicity as well as readability. The course is designed for mid-level professional and technical personnel who write or review policies and procedures for their organizations. AMS-100 in conjunction with APT-100 are making the necessary arrangements with NARS. The cost of the course, approximately \$50, will be absorbed by each student's organization. Those interested should contact Rita Blake, APT-130, on x63320 before October 31.

TOASTMASTERS HOST LAUGH-IN

If you need a break from the humorless humdrum of office existence, stop by the 3rd floor auditorium on Friday, October 3 at 12:00 noon and have yourself a few grins. The FAA Toastmasters Club is hosting the areawide Humorous Speech Contest, and winners from the various Federal clubs in the area will be competing for the top award and the chance to advance to the Division contest. Don't expect Rodney Dangerfield or George Carlin--but, hey, this is the 3rd floor auditorium, not Caesar's Palace!

WATER CHILLED AGAIN

Starting this week the water in the FOB 10A drinking fountains should be cool. The building's water chiller was in need of repair and has now been replaced.

FAA INTERCOM HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-40 October 6, 1980

THE NEWS IN BRIEF

The Dubois (Clearfield), Pa., ARSR-3 was commissioned Sept. 13, bringing to 13 the number of ARSR-3 long-range radars that have been commissioned. Altogether, 23 of these radars are slated to be installed at field sites throughout the U.S.

● Although Second Generation VORTAC systems were scheduled to be delivered beginning April 1981, there has been a slippage of approximately five months because of design problems. Now, deliveries are tentatively scheduled to begin in Sept. 1981. The agency is currently establishing a working group from AAT, AFO and AAF to revise the deployment plan, which will be distributed for coordination before January 1981.

● The installation and commissioning of new Instrument Landing Systems (ILSs) are proceeding more or less on schedule. So far 12 of the 24 sites have been commissioned, and three additional sites are scheduled for commissioning this month. ● FAA technicians are apparently just as efficient and effective at breeding birds as they are at repairing complex, sophisticated equipment.

● An island built by FAA in Mission Bay, Calif., for the San Diego VORTAC, technicians assigned to the VORTAC have taken an interest in helping (See page 2)

FAA'S 1981 BUDGET SLIDES THROUGH CONGRESS

After all the 11th hour problems surrounding the DOT/FAA fiscal year 1981 budget, the package finally handed down by Congress was just about the amount requested. The President's budget request was \$3.45 billion; the Congress approved \$3.434 billion. Although the Operations appropriation was cut by \$10 million to \$2.234 billion, the number of full-time permanent positions was increased by 33 to 54,332. The Facilities and Equipment appropriation was approved at the requested level of \$350 million, but FAA will be required to provide facilities at specific locations named by both the House and Senate. Research, Engineering and Development was also approved at the requested level of \$85 million, but the conference report accompanying the bill imposed certain restrictions on the use of funds programmed for the replacement of the Enroute Air Traffic Computer System. Operations and Maintenance funding for Metropolitan Washington Airports was approved at the requested level, although the Construction appropriation was reduced by \$2 million. Facilities, Engineering and Development was reduced in the bill by \$3.3 million. (See page 2)

BRIEFS

(From page 1)
the endangered Least Tern by clearing weeds and grasses from the island and distributing sections of clay drainpipe which provides shelter for the bird's chicks. The birds are responding to the ministrations of the FAAers. The number of pairs nesting has grown from 19 in 1975 to 120 pairs this year.

BUDGET

(From page 1)
On the other hand, contract authority for airport grants was approved at the \$700 million level requested. However, the enabling legislation for this program is still being considered by the Congress. New airport grants cannot be issued until this legislation is enacted. Finally, the Aircraft Loan Guarantee Program was approved at the requested \$400 million level.

LONG-TERM TRAINING PROGRAMS ANNOUNCED

The agency's annual long-term training notice is currently being distributed nationally. The notice provides information on the long-term programs available, including eligibility and screening criteria, application and nominating procedures and the subsequent placement process. Since a number of changes have been made, employees who have previously applied for these programs and intend to reapply should pay particular attention to current requirements and procedures outlined in this year's announcement. Employees selected for long-term training attend major graduate schools for an academic year and receive salary and per diem from the agency while participating. Upon completion of the program,

the agency strives to place individuals in positions within the agency which will provide them with greater functional or geographic diversity and/or increased responsibility. Long-term training programs include the following:

- Air Transportation Systems Specialist (ATSS) Program-- transportation studies, technical research and analysis.
- Education for Public Management (EPM) Program--public administration, administrative/managerial emphasis.
- Air War College--management and national security.
- Industrial College of the Armed Forces (ICAF)--management, economic and political aspects of national security.

Deadline for submission of applications is November 7. Interested employees should refer to the notice or contact the Training Branch for further information.

CONTROLLER ARRESTED

A Southern Region air traffic controller was arrested September 22 for alleged conspiracy to import marijuana and two counts of bribery. The controller allegedly offered to sell restricted information about U.S. Customs aircraft and patrol schedules for \$5,000. He was videotaped receiving money after furnishing information to an undercover Drug Enforcement Administration agent. After his arrest, the controller was released on a \$100,000 bond. He has received a letter of proposed indefinite suspension from the Southern Region pending investigation of the case. He has seven days to appeal that proposal.

MORE ON BACKPAY CLAIMS

All employees, currently employed or retired, who moved from the Wage Grade (WG) to the General Schedule (GS) pay system may be eligible for backpay as a result of a recent ruling of the U.S. Court of Claims. The court ruled that the new salaries of such employees should include a two-step increase in the GS grade to which the employee had moved. This is a significant departure from present OPM and agency pay practice. The Department of Justice is in the process of deciding whether to appeal the decision to the Supreme Court. Moreover, it is not known whether or not the decision, if upheld, will be retroactive. However, any employee who feels he or she might qualify for backpay should file a claim with the Comptroller General's Office. For additional instructions for filing a claim, employees should check with personnel offices.

FEDERAL WORKFORCE REDUCED

The hiring limitation instituted by the President on February 29 is beginning to pay dividends in terms of trimming the Federal workforce. From the end of February to the end of June, the net decrease of full-time permanent employees in Executive Branch departments was 8,779. As of the end of August, FAA full-time permanent employees had dropped 530, from 54,431 to 53,901. Under the limitation, agencies are permitted to hire one replacement for every two full-time permanent vacancies.

FAA ON RIGHT TRACK STUDY CONCLUDES

FAA is in the right ballpark with its safety programs, according to a recent study completed by the Battelle Columbus Laboratories of Columbus, Ohio. The study concluded that FAA's major safety programs are geared to problems that have, in fact, caused accidents. In the course of the study, 760 air carrier accidents that occurred between 1966 and 1975, and 30,592 general aviation accidents between 1971 and 1977 were considered. Both the general aviation and air carrier studies concluded that FAA's safety programs were realistic, but both also suggested that new initiatives dealing with human error problems are required.

ALASKAN AIR TAXIS HAVE HIGH ACCIDENT RATES

The accident rate of air taxis is far higher in Alaska than in the rest of the U.S., according to a recent study by the National Transportation Safety Board. From 1974 to 1978 Alaska's rate of nonfatal air taxi accidents per hours flown has been almost five times higher, and its fatal accident rate more than two times higher, than the rest of the country, the Board found. The "bush syndrome" as well as inadequate airports and a lack of navigation aids were cited as principal reasons for the high accident rates. Among the 11 safety recommendations made by the Board was one calling for the rapid completion of aviation projects for which \$51 million already has been earmarked in the state's FY 81 appropriations package. The Board also recommended permanent assignment of FAA operations and maintenance inspectors to Nome, Bethel and Ketchikan, and to as many other regional hubs as possible.



TOASTMASTERS CAN HELP

The FAA Toastmasters Club will hold a special meeting on Oct. 16, at 12 noon in rooms 5AB, to introduce interested employees to Toastmasters. Don't worry--there will be no hard sell, arm twisting or other high pressure tactics. It will simply be an opportunity to see how a meeting is run. No matter what your occupation, you need to communicate. And Toastmasters will help improve your ability to say what you are thinking, think about what you are hearing, and listen to and evaluate the ideas of others.

ALL ABOUT BLOOD

All employees are invited to a 15-minute Red Cross film entitled, "The Matching of Sally Dean" on October 9 in the FOB-10A third-floor auditorium. Showings will be at 11:30 a.m., 12 noon and 12:30 p.m. A Red Cross representative will be present to answer questions. The regularly scheduled Bloodmobile will be in the building on October 14 from 9:30 a.m. to 3:30 p.m. in room 109.

TOASTMISTRESSES CELEBRATE FOUNDER'S MONTH

The FAA Toastmistress Club is holding a Founder's Month Dinner Meeting at the Ft. McNair Officers' Club, October 8. The Guest speaker will be Dorothy Nelms. The social hour is at 6 p.m. and dinner is at 7. The deadline for registration is October 6. For further information and registration, call Sarah Freeman, 584-8027. Guests are welcome.

UPWARD MOBILITY PICKS NAMED

Another crop of employees who have demonstrated potential for performing successfully in a new career field has been selected by the agency and added to the Upward Mobility Program register. This year's picks include 28 headquarters employees--11 of them from Metropolitan Washington Airports. The successful candidates are the survivors of a rigorous selection process, including an assessment center, that began last July with 162 applicants. The winners are: Scott Barry, Cordell Burch, Joseph Byrd, Theodore Garner, Adam Giampietro, Carolyn Horne, Mariane Jumbelic, Don Libby, Bonnie Sue Lindh, Enis Pinar, and Arthur Young, all of AMA. The others are: Susan Abraham, Virginia Bachman, Barbara Fuller, and Renee Williams, APT; Victoria Catlett, APP; Ann Dunphy, ASF; Patricia Ellcessor, ALG; Jessie Erickson, AMS; Edna French, AOA; Linda Gresham and Darlene Osborne, AAM; Karen Huffman, Jean Neely, AGC; Mae Moses, ATF; Doris Thomas, Nancy Trembley, ALR; Donna Warren, ACS. Supervisors and managers are encouraged to provide suitable positions for the program so that these selectees can begin to work toward their fullest potential. For further information, contact Cathy Bracy on x63320.



FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-14 Oct. 14, 1980

THE NEWS IN BRIEF

FAA has set Oct. 15 as the deadline for reinstalling Emergency Locator Transmitters (ELTs) in approximately 52,000 private aircraft. Lithium batteries originally used to power ELTs were ordered removed from aircraft in March of 1979 after several of them leaked acid, caught fire or exploded. But now, the agency said, an adequate supply of replacement batteries is available. FAA also emphasized that transmitters must be reinstalled in accordance with approved procedures. • Lawrence C. Fortier, Jr., assistant chief, ATC System Programs Division, is the new president-elect of the Air Traffic Control Association. This means he will assume the presidency in two years. Other FAA employees serving on the ATCA board of directors are: Andrew F. Pitas, Terminal Operations and Procedures Branch, ATS; Edward J. Gillet, assistant chief, Pensacola Tower; Glen A. Bales, deputy chief, St. Louis Tower; John K. King, retired and Carl A. Swanson, Jr., retired. • The agency has extended the public comment period on its proposed new flight and duty time limitations at the request of some of the affected organizations. The extension (See page 2)

AOPA HONORS TOP CONTROLLER AND FSS SPECIALIST

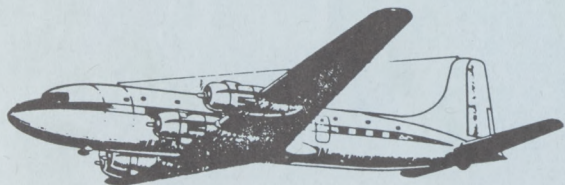
Gregory B. Snyder of the Oakland Center and Gary W. Bentley of the Gage, Okla., Flight Service Station have been picked by the Aircraft Owners and Pilots Association as the outstanding controller and flight service specialist for 1980. The annual AOPA award is given for "outstanding service to general aviation." Snyder's flight assist occurred when the plane he was working lost the second of its two engines. Snyder immediately gave the pilot precise vectors to the closest airport. Shortly thereafter, the pilot, flying above an overcast, seemed about to give up hope, but Snyder continued to reassure him and give him exact position reports. Finally, the aircraft broke out of the overcast and radioed, "We're right over the numbers. We're going to make it." Bentley was cited for assisting three distressed aircraft on three different occasions. Using direction-finding equipment, his own considerable aviation knowledge and his composed, professional voice, Bentley calmed disturbed pilots while giving them instructions which led them to safe landings. The two men will receive their awards on Nov. 1 at the annual AOPA Convention and Industry Exhibit in San Diego.

BRIEFS (from page 1)

gives the public 60 more days to comment on the proposed regulation that would update the flight and duty time limitations and rest requirements for airline flight crews. The comment time was extended at the request of the Commuter Airline Association of America, the National Air Transportation Association and the Alaska Air Carriers Association.

NEW PART 125 ADOPTED

FAA inspectors will have an important new responsibility early next year as they enforce new FAA safety regulations for large planes. The new rule, Part 125 of the FARs, upgrades safety standards for non-airline operators of large aircraft and closes a legal loophole that has allowed unscrupulous operators to circumvent safety requirements. The stricter safety standards imposed by the new rule will affect an estimated 2,280 aircraft and are close to those imposed on the scheduled airlines. Stricter maintenance standards are included and are particularly important because many of the affected aircraft are former airline aircraft--both propeller and jet--that are susceptible to structural and mechanical problems associated with age. The new regulations, which have already appeared in the Federal Register, will go into effect on February 1, 1981.



DOUGLAS DC-6

ADAP, AVIATION TAXES EXPIRE

Congress got out of town without passing legislation to replace or extend the Airport Development Aid Program. As a result, FAA will not be able to issue new grants for airport planning or construction. Legislation to keep taxes flowing into the Airport and Airway Trust Fund wasn't approved either. This means that some taxes were reduced to the level they were before July 1, 1970, and others were eliminated altogether. The five percent air cargo tax, the \$3 international departure fee and the aircraft use tax, for example, have all expired. The eight percent passenger ticket tax has been reduced to five percent and now goes into the general fund of the Treasury rather than the Airport and Airway Trust Fund. The seven cents per gallon tax on aviation jet fuel also has been terminated, and the tax on aviation gasoline used by general aviation has been reduced from seven to four cents per gallon and will go into the Highway Trust Fund. The aviation trust fund itself stays in existence although it won't be getting any new tax revenues. It will, however, receive more than \$500 million in FY 1981 in interest payments from the short term Treasury bills in which the fund's liquid assets are invested. Moreover, FAA's Facilities and Equipment and Research, Engineering and Development programs will continue to be funded by the trust fund in 1981, and monies from the fund also will be used to liquidate obligations made in prior years under the now expired Airport Development Aid Program.

BIGGER PAYCHECKS COMING

Sure, we got the pay raise. At least the President proposed a 9.1 percent hike, and Congress tacitly agreed to it. However, the President must still sign an executive order before Federal employees begin to see the "green." If the executive order is signed by Oct. 14, the raise should show up in the paycheck received the week of Oct. 26. If the President doesn't sign the order, which appears to be a strong possibility, the raise, when it comes will be retroactive to Oct. 5.

NO ULP COMMITTEED

The Federal Labor Relations Authority (FLRA) has ruled that Administrator Bond did not commit an unfair labor practice when he said that the Professional Air Traffic Controllers Organization had lost credibility and undermined its "moral base" during a 1978 slowdown. Bond's comment was from an interview published in the May 1979 issue of FAA World. As a result of the comment, PATCO filed an unfair labor practice which was denied by FLRA's Washington Regional Office and was appealed by PATCO to FLRA's General Counsel, who upheld the regional office.



A.M. WEATHER

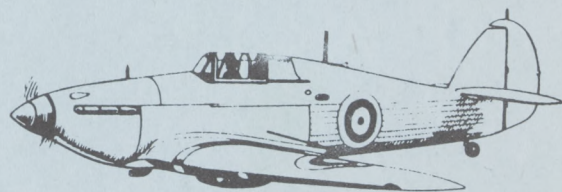
BIRTHDAY FOR "AM WEATHER"

A.M. WEATHER, the popular television series broadcast each morning on 240 public television stations, will celebrate its third year on the air this month. Funded in

part by the FAA and the AOPA Air Safety Foundation, the fifteen minute program is the only nationally-aired television program devoted exclusively to weather. Produced by the Maryland Center for Public Broadcasting, A.M. WEATHER is of special interest to pilots, providing IFR/VFR reports and turbulence and flight level wind information. Broadcast in the Washington area on Channel 22, at 7:45 a.m., the program is transmitted eight times each morning via the WESTAR II satellite. Outside of the Washington area, local stations listings should be consulted for time of broadcast.

EXAM-O-GRAM AT GPO

IFR and VFR Exam-O-Grams are no longer being provided upon request by the agency. Because of escalating costs, this program has been discontinued. Arrangements have been made to make these publications available to the public through the Superintendent of Documents on a subscription basis. Changes will be mailed automatically to subscribers over an estimated three-year period. Address orders to Superintendent of Documents, GPO, Washington, D.C. 20402. Exam-O-Grams will also be available in GPO bookstores.



"HURRICANE"

FLU SHOTS AT AIRPORTS

Influenza virus vaccine will be available to FAA employees at the Washington National Airport Health Unit Oct. 20 through 31, from 9 to 11 a.m. and 2 to 4 p.m. At Dulles International Airport shots will be available Oct. 15-17 from 8:30 a.m. to 9 p.m., room G432.

AF FILMS SCHEDULED

The U.S. Air Force invites all FAA employees to an "Air Force Now" production, scheduled to be shown in the FOB-10A auditorium at 12 noon on October 17. Subjects to be covered by the two films being presented include USAF Thunderbirds, Transient Alert, USAF Honor Guard, First Women Graduates of the Air Force Academy, Tactical Air Warfare Center, Frank Lahm--Pioneer of Flight and Air Force Boxing Team. For additional information, contact Patricia A. Campion, ext. 63346.

ALL INVITED TO PLAY GOLF

All DOT employees, former employees and guests are invited to the 1980 DOT Recreation Association Golf Championship to be held at the Woodland Country Club in Alexandria on Oct. 24. Starting times between 9 a.m. and 1 p.m. will be assigned. Trophies will be awarded for low gross and low net scores. Merchandise prizes will also be awarded. Entry fee \$10. To enter contact Roger Martino, room 9100, Nassif Building, ext. 64237.



CAUTION ADVISED

The Office of Civil Aviation Security warns all employees that the number of daytime thefts always increase with the approach of the holiday season. Already this year two incidents of theft occurred in FOB-10A. During the week of September 28, women's purses in "out-of-sight" storage were taken. The Security Office stresses that caution is advised. At least:

- Keep your purse or wallet with you or locked up at all times. Do not leave it unattended for even a short time.
- Require all unknown persons who appear in your office to identify themselves.
- If you observe any suspicious persons or activities in the building, or experience a loss, notify the guard immediately (x59575), then notify FAA security (x68768).

CFC KICKOFF SCHEDULED

All FAA employees are invited to attend the 1981 Combined Federal Campaign kickoff to be held in the FOB-10A 3rd floor auditorium at 10 a.m. on Oct. 17. The theme again this year is: "Reaching People Who Need You." Featured at the kickoff will be a keynote speech by Administrator Bond and the film, "Message of Love," narrated by Leslie Neilson. Although the entire month of October is CFC time in the Washington area, FAA's campaign will be short and effective. It will last only two weeks--from the 17th through the end of October.

FAA INTERCOM

HEADQUARTERS

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

80-42 October 20, 1980

THE NEWS IN BRIEF

The first of 10 category (CAT) III Instrument Landing Systems (ILS) manufactured by Wilcox Electric of Kansas City has been delivered to the Kansas City International Airport. The system will be installed by FAA technicians and is expected to be operational as a CAT II ILS by April 1981. Subsequent commissioning as a CAT III is expected in July following a complete evaluation of the new system. ● The DC-9 "Super 80" made its first revenue flight from Zurich to London on October 5, flying the colors of Swissair. The second plane off the McDonnell Douglas production line also was (See page 2)

CARTER SIGNS \$\$\$ ORDER

President Carter late last week signed the executive order that authorizes the 9.1 percent pay raise for white-collar Federal workers. The President's action came in time for most employees to see the raise in paychecks that will be distributed the week of October 27. The raise will turn out to be pretty much like the pay scales published in the early September INTERCOMs. However, actual pay for Grade one, steps six, seven, eight and nine Grade two, steps three and four will be slightly higher than on the published chart.

E-MSAW ON LINE AND WORKING WELL IN CLEVELAND

The first En Route Minimum Safe Altitude Warning System (E-MSAW) has been commissioned at the Cleveland Center. According to specialist Lloyd McGinnis, it is generally working well with minor problems being ironed out quickly. The E-MSAW works in much the same way as the MSAW, which is on line at all ARTS III sites. Essentially, MSAW monitors the flight path of aircraft equipped with altitude-encoding transponders for adequate clearance of terrain and obstructions like tall buildings or TV towers. This is done by comparing the flight path with a computer-stored three-dimensional grid map of the terrain. When the E-MSAW detects a potential unsafe condition, an alert is displayed on the controller's scope that identifies the aircraft involved and the altitude necessary to clear the terrain or obstruction. After the situation is analyzed, the pilot is alerted if necessary. E-MSAWs are scheduled to be installed at 20 en route centers in the conterminous U.S. They are expected to be operational in all 14 centers east of the Rockies by the spring of 1981. The remaining centers will be commissioned somewhat later since the development of charts in mountainous areas requires more time.

BRIEFS (From page 1)

delivered to Zurich, although its eventual destination is Austria. Swissair is running the post-delivery checks for Austrian Airlines. ● The agency has suspended the airman certificate of a helicopter pilot for operating a chopper near Denver's Mile High Stadium just before the kickoff of the Broncos/Chargers football game. The pilot, who was on an aerial photography mission for a local TV station, reportedly flew as low as 100 feet and passed within 100 feet of the stadium. He also flew below the minimum speed necessary for a safe auto rotative landing in the event of engine failure. The pilot can appeal the 180-day suspension to the National Transportation Safety Board. ● For "keeping 'em flying, Michael E. Brown of Aero Mechanics, Inc., Prescott, Ariz., received the General Aviation Maintenance Technician of the Year Award from Administrator Bond, and for "teaching 'em to fly," Lee G. Barnes of Northville, N.Y., was awarded the Flight Instructor of the Year Award at the same ceremony. Barnes was cited particularly for his work with young men—teaching them to fly and to become more responsible citizens. He is the founder and director of Sky-Life Flying Camp for Boys where much of this work is done. Brown was honored for a career of outstanding maintenance work on aircraft. Among his other accomplishments, he is supervisor of the maintenance team responsible for nearly 50,000 accident-free hours at Embry-Riddle Prescott.

FALL BACK

It's that time again to put the clock one hour back. Most of the country returns to Standard Time at 2 a.m., October 26. Those employees working the night shift during the change will be paid for the actual number of hours worked. Employees not working will get an extra hour of sleep. A few FAAers will not be affected since Daylight Saving Time is not observed in Arizona, Hawaii, Puerto Rico, the Virgin Islands, American Samoa and that portion of Indiana within the Eastern Time Zone.

WEATHER-RELATED ACCIDENTS INCREASE

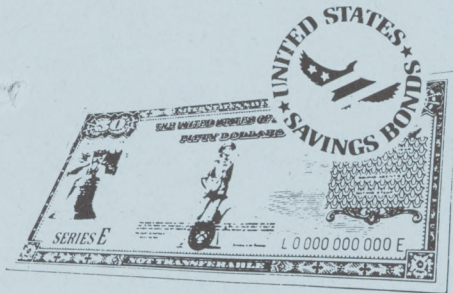
Weather continues to pose the biggest threat to flying, according to a recent study by the National Transportation Safety Board. The Board found that of the 793 general aviation fatal accidents in 1978, bad weather was involved in 322 of them. This constituted a 10-year high in weather-related accidents and accounted for 41 percent of all fatal accidents. The study also found that alcohol was a cause or a factor in 46 fatal accidents. Other findings of the study were:

- The 35 midair collisions were the highest total since 1970.
- Rotorcraft were involved in 56 fatal accidents—the highest number in a decade.
- Corporate/executive flying had accident rates which were four to six times lower than those of general aviation as a whole.

The NTSB findings are contained in a series of 11 reports, which are grouped by kind of flying, type of aircraft or accident, or accident cause. The reports are available from the Publications Branch, NTSB, Washington, D.C. 20594.

FRAUD PAYS BITTER DIVIDENDS

An FAA employee has been convicted in Federal court for trying to defraud the Government. The employee tried to collect on faked travel vouchers in connection with a permanent change-of-station move. One voucher claimed he had stayed in a motel and another said he had stayed in a rented apartment. He then compounded the crime by attaching fictitious receipts to the claims. The employee, in fact, had stayed in his mother's home on both occasions. The court sentenced him to two years confinement but suspended the jail term and placed him on three years probation. He also was fined \$5,000.



BONDS ARE A BETTER BUY

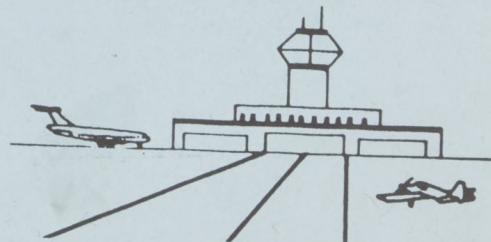
U.S. Savings Bonds are getting a shot in the arm from the Administration. The interest rate of EE bonds will be upped from 7 to 8 percent, and the rate for HH bonds jumped from 6.5 to 7.5 percent. In addition, Series EE bonds purchased after November 1 will need to be held only 9 years--rather than the current 11 years--before maturing. Series HH bonds will continue to mature in 10 years. The changes will take effect with purchases made after October 31. However, higher interest rates, but not altered maturing time, will apply to all outstanding bonds and to outstanding Freedom Shares.

MORE \$\$\$ FOR TRAVEL

Travel allowances for Federal workers underwent major changes on October 5. The subsistence allowance for meals and miscellaneous expenses jumped from \$16 to \$23 per day and maximum per diem from \$35 to \$50. The list of designated High Rate Geographical Areas (HRGA) has been revised and substantially changed. The maximum HRGA rate is now \$75 per day. The new rate for an employee using a privately-owned motorcycle is 20 cents a mile, for a privately-owned automobile 22.5 cents a mile and a privately-owned airplane 45 cents a mile. For a detailed rundown of changes, see regional or headquarters accounting offices.

MONTREAL, MEXICO JOBS OPEN

The following two-year assignments are now available with the International Civil Aviation Organization. In Montreal, there are two openings for Language Officers, a P-3 translator, English-French, Spanish and Russian, and a P-4 reviser-Spanish. In Mexico City, there is an opening for a technical officer, rules of air/search and rescue. Salary is \$29,940 with a tax-free net of \$20,209 to \$21,756. Applications for all jobs must be in API-19 by December 1. Information about salary, duties, qualifications, applications and benefits is available at personnel offices.



FREE FILMS SCHEDULED

The last four free showings in the aviation film series are set to be presented at the Air and Space Museum and their titles and dates are:

- Reach for the Sky, October 23, 7:30 p.m. - This is the story of Douglas Bader, an English flyer who conquered the loss of his legs by learning not only to walk but also to fly.
- Battle of Britain, October 30, 7:30 p.m. - This epic drama covers 16 weeks in 1940 when Nazi Germany launched and sustained massive air assaults on Great Britain. With Laurence Olivier, Michael Caine and Christopher Plummer.
- Hell Divers, November 6, 7:30 p.m. - The loves, quarrels and mutual sacrifices made by members of a fighter squadron are revealed. With Clark Gable.
- Hell in the Heavens, November 13, 7:30 p.m. - A disillusioned flyer has nightmares about being shot down by Germany's ace, "The Baron."

ASK WHY BEFORE DISTRIBUTING

The Office of Management Systems held its first annual headquarters Directive Management Officer and Distribution Representative Training session on September 15. The meeting focused on the need to conserve the agency's resources and cut costs associated with the distribution of published materials in these inflationary times. To help save, trainees were told, those distributing published materials should ask why is this being distributed, not just what, to whom or how many copies should be distributed. If this is done, over or under distribution of directives or other materials can be eliminated.

SNOW AND ICE COMING

It's not too early to start thinking about snow, ice and hazardous commuting weather. At least that's how the Office of Personnel Management (OPM) feels. The office has issued procedures for dismissals and closing of Federal agencies during hazardous weather and other emergency situations in the Washington, D.C., metropolitan area. Essentially OPM says that in the case of inclement weather, Federal employees should listen to their radios or TVs because decisions to close offices or authorize late arrivals will be communicated directly to the news media by OPM. One of three basic programs may be called for: Delayed Arrival/Liberal Leave, Closure or Early Dismissal. Since the decision for Early Dismissal would normally be made in the afternoon, information about this will be passed along to employees on the job through established channels, which means you'll probably hear it first in the rest room.



AWARDS AND REWARDS

The Office of Accounting presented Quality Increase Awards to Sheila Byrd and Vivian M. Saunders. The office also presented Special Achievement Awards to James Aloï, Denise Douglas, Jane Dreswick, Linda Gurley, Davetta Henderson, Jeffrey Mazo, John McAlister, Monica Murphy, Martha Myers, M. Sheila O'Donnell, Vida Rouselle, and Thomas Talisman. In addition, the Secretary's Award for Excellence was awarded to William E. Hood.



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The News in Brief

Three-fourths of the way through 1980, the scheduled air carriers and the commuter airlines have compiled impressive safety records, according to preliminary FAA figures. Compared with the same period in 1979, the big carriers have cut fatal accidents from four to one and fatalities from 281 to 13. Similarly, commuters have reduced fatal crashes from 10 to five and fatalities from 48 to 21. General aviation, on the other hand, is running well ahead of the 1979 accident pace. Fatal accidents are up from 479 to 512 and fatalities from 893 to 1003. Air taxis also are struggling with 26 fatal crashes and 78 fatalities as compared with 24 and 65, respectively, for the same period last year. • Construction has begun on a new flight service station building at Arapahoe County Airport near Denver. Scheduled for completion in mid-1982, the Denver FSS will be one of some 60 new FSS's that will be built in the U.S. over the next few years as part of FAA's flight service station automation program. Despite the costs of the new buildings and new automated equipment, FAA estimates that \$1.5 billion can be saved through 1995 by replacing the current (Continued on page 2)

ATCA to Study Air Traffic Control Benefits

The agency has contracted with the Air Traffic Control Association to study the benefits associated with the establishment of terminal control areas (TCAs) and terminal radar service areas (TRSAs). Although the ATCA team will be made up largely of former controllers, current pilots and airline operators also will participate in the study. In announcing the \$94,634 contract, Administrator Bond said, "an independent assessment from a professional society dedicated to the science of air traffic control will help us find out whether we're on the right track." The contract calls for a review of the current FAA procedures for establishing and designing TCAs and TRSAs. The ATCA team also will analyze existing TCA and TRSA locations in terms of safety and their operational and economical effects on pilots and other users. In particular, FAA wants to know whether the need for a TCA or TRSA increases in direct proportion to the number of passengers using a particular airport. A report on the group's findings will be delivered to FAA within four months.

Briefs (From page 1)

labor-intensive system with an automated one. ● NASA is conducting a study for the U.S. Congress to find out how airline pilots are affected by flight schedules that result in irregular sleep patterns. As part of the two-year effort, NASA plans to bird-dog some 50 airline pilots through their normal working schedules, recording diet, sleep and certain physiological functions. The space agency also expects to use simulators to put flight crews through different schedules and stresses on a systematic basis.

● Northwest Region Director "Chuck" Foster believes U.S. aircraft manufacturers must make a major leap into the advanced technology of composite materials if this nation is to maintain its historic leadership in aviation. Speaking to an aerospace group in Seattle, Foster said replacing aluminum in aircraft with composite materials would cut the overall weight and produce fuel savings of up to 50 percent over today's most fuel-efficient airplanes. Composites consist of high-strength filaments, made of such materials as carbon or boron, woven into a fiberglass-like base. Foster said it's "anyone's guess" when airliners will be built with extensive use of composites and noted that safety concerns have inhibited any rush toward the exotic materials.

Fire Aloft but no Crash

The worst occurred—the aircraft was on fire when it broke out of the low ceiling. But there was no crash and no injuries because everyone involved, pilot and controllers, did a superb job. When the pilot first noticed excessive vibration in his engine, he

radioed his departure airport, Santa Barbara, Calif., and turned back. Using radar, controller Arnold L. Moser vectored the crippled plane back to the airport and lined it up for an ILS approach. At the same time all runway lights were turned up to the highest intensity and emergency equipment was put on ready. Although the engine had stopped completely, the plane broke out of the low overcast over the runway and in spite of the fire landed safely. During the month of September, 238 flight assists were reported—97 by flight service stations, 108 by towers and 33 by centers. There were a total of 337 people reported aboard the aircraft involved.

O K to Fly Foreign Registered Aircraft

The agency has issued regulations permitting U.S. airlines to fly passengers and mail in foreign-registered aircraft. The new regulations, for example, will make it possible for American airlines to lease aircraft from foreign airlines to meet peak season demands in the U.S. and then return them to the owners for their peak seasons. The changes also will make it easier for U.S. airlines to enter into interchange agreements with foreign carriers, such as the arrangement Braniff had with the British to operate the Concorde in this country. The regulations, which implement Congressional legislation, were effective Oct. 16.

Busy Times Forecast

The airlines and general aviation showed little or no growth during FY-1980, and this leveling off of activity was reflected at ATC facilities. Operations at towers dropped from the FY '79 total of 69 million to 68.6 million and total flight services provided by the FSS network were down from 66.6 million to 65.4 million. Only the enroute centers showed a gain, and it was minimal--up from 29.9 million in FY '79 to 30.1 million. However, the agency's latest "Aviation Forecasts" sees a resumption of growth across the board beginning in FY 1981. Operations at airports with towers are expected to increase at a 3.1 percent average annual rate from 68.6 million in 1980 to 98.4 million in 1992. The mix of traffic is likely to become increasingly more heterogeneous since the general aviation and commuter fleets are growing more rapidly than the air carrier fleet. Instrument operations to or near airports are expected to increase about 46 percent from 1979 to 1992. During the same period the workload at enroute centers will also jump an estimated 46 percent. The forecast for FSSs calls for a 58 percent increase during the 12-year period.

Tempest Not in a Teapot

The Office of Civil Aviation Security warns that using electric typewriters, word processors or keyboard equipped CRTs may present a problem in typing classified messages. Such machines are likely to transmit signals that can be picked up and reconstructed by unauthorized persons. For this reason, FAA is introducing a program called "Tempest" to test word reproducing equipment to

make sure it is not transmitting interpretable signals. ACS has specially-trained "Tempest" specialists in most regional and center offices to answer questions and advise employees with regard to security implications of the program.

DARC on Doorstep

Deliveries of the Direct Access Radar Channel (DARC) equipment to all 20 domestic enroute centers will be completed early next month when the Memphis Center receives the equipment. The computerized DARC is a replacement for the broadband radar system that serves as a backup for the Radar Data Processing System in the centers. DARC will permit the eventual phase out of broadband radar. Meanwhile, beginning the week of October 26, DARC systems will be run through operational testing in two of the agency's busiest centers, Chicago and Washington. This 60-day test program is expected to lead to the commissioning of DARC at these two centers and at the Salt Lake City Center, where DARC was originally tested, by early 1981. At about the time these centers are commissioned, DARC controller training will begin at the remaining 17 centers. This is expected to lead to the commissioning of these facilities by mid-1981. Initially, discrete targets will be identified on DARC only by their beacon codes and not by flight numbers. But this feature as well as tracking and mosaicking--that is, getting signals from various radars--will be added when the system is upgraded in about two years.

CFC Drive Going Well

The Combined Federal Campaign (CFC) is going well according to FAA's campaign vice chairman, but this is no time to slack off, he emphasized. Employees are urged to see their key persons with generous pledges to help support the many worthwhile agencies that touch and shape people's lives, such as heart and cancer funds, boy and girl scouts and day care centers. This is the last week of the short two-week campaign so it is time to make yourself feel good by helping those less fortunate than you.

Airport Policy Delayed

DOT has deferred implementation of the new operating policy for National and Dulles Airports from the original January 5 date to April 26. The action was prompted by a Congressional mandate that prohibited DOT/FAA from reducing the number of scheduled airline operations at National until at least April 26. DOT General Counsel Thomas G. Allison said the new policy is a package and "must be implemented as a package" in order to keep faith with the public. As a result of the DOT decision, widebody jets will continue to be banned at National. Also no change will be made in the 10 p.m. curfew or the present 650-mile limitation on non-stop flights to the airport. At the same time Allison announced the delay, he released proposals for allocating airline slots at National. He said the Department was seeking public comments on the proposals in order to effect a reduction in flights at the airport after April 26.

Barber Shop Closed

The FOB-10A second-floor barber shop will be closed from Oct. 29 to Nov. 5. Nick "the Barber" will not be available during this period since he must undergo minor surgery.

Flu Vaccine Available

The latest influenza (flu) vaccine is now in the FAA Washington Medical Clinic, Room 327. This vaccine provides immunization against two new virus strains A/Bangkok/1/79 and B/Singapore/22/79. Immunizations with this vaccine will be available in the clinic during the week of October 27.

Fall Orientation Dropped

The Training and Career Development Branch will not conduct the regular fall FAA Orientation this year. There are too few nominations to present the program scheduled for November 3-7, 1980. The branch still plans to conduct the spring orientation April 27-May 1, 1981. This orientation is not for entry-on-duty purposes but is for FAA and military personnel whose duties require a knowledge of the functions and interrelationships of Washington headquarters organizations. The program includes presentations by senior management and a tour of nearby field facilities. Those interested in the Orientation should ask their supervisors to notify the training contact for their office or service.

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The News in Brief

FAA has ordered a 20-day suspension of the certificate of the Pan Am pilot who last year landed a B-747 at Newark Airport with virtually empty tanks. The agency previously assessed a civil penalty of \$52,000 against the airline in connection with the incident. After landing at Newark on Oct.

20, 1979, the big jet had two engines flame out on the runway because of fuel exhaustion. A third engine quit on the taxiway. The pilot then shut down the fourth engine and the aircraft had to be towed to its berth.

● The public comment period for the proposed rule that would give FAA increased access to flight data recordings and cockpit voice recorder tapes has been extended from Oct. 27 to Nov. 26 at the request of the Aerospace Industries Association. The proposed rule would allow the FAA to use flight data recording and cockpit voice recording information in evaluating human factors. ● The agency's newest airport air traffic control tower was dedicated Oct. 28 at Hector Field, Fargo, N.D. The 75-foot tower, which is complete with the Modular Terminal Communication System (MTCS), is staffed by 18 air traffic personnel. The new facility also houses (Continued on page 2)

FAA Plans Briefing on New ATC Computer System

The agency will brief industry December 2 on its requirements for an advanced ATC computer system. The one-day briefing in Washington will focus on FAA's program for replacing the present computer system in its enroute centers with advanced new equipment designed to meet the projected traffic loads of the 1990s and beyond. The new computer complex will be designed to permit the introduction of higher levels of automation in the control of air traffic. FAA plans to issue a Request for Proposals to industry next fall and award contracts for design concepts in mid-1982. From that point, development would proceed on a step-by-step basis with full-scale production beginning in early 1988 and first delivery in late 1988. The new computer system will go into the 23 air route traffic control centers in the 50 states and Puerto Rico. The design studies for the new systems will consider the possibilities for the future use of the new enroute system elements in automated terminal facilities.

Briefs (From page 1)

an Airway Facilities Sector Field Office and is home base for 17 Airway Facilities employees.

● A specialized guide depicting preferred flight routes and altitudes for aircraft flying VFR in Southern California has been issued by the Western Region. It shows recommended VFR routes and altitudes to help guide VFR pilots around congested areas and terminal control areas. Copies are being mailed to all local pilots. ● The Central Region has issued an emergency Airworthiness Directive (AD) affecting almost 800 Gates Learjet series 20 models. The AD is the latest in a series of actions taken by the agency following several recent accidents and incidents involving the twin-engine executive jet. The AD requires Learjet operators to disconnect the pitch control of the plane's automatic pilot and reduce maximum flight speed until changes are made in the system and it is reconnected.

Weather Program Nears Successful Completion

With the dedication of the Weather Service Unit at the Los Angeles Center this month, the joint FAA/National Weather Service program to assign meteorologists to all 21 U.S. mainland enroute centers will be completed. The program began in April 1978 and was implemented first in the 13 centers in the eastern and central U.S. The seven centers in the western U.S. and Alaska were brought on line this year. Meteorologists in the program monitor aviation weather conditions within each center's control area and keep ATC personnel continuously advised of weather changes, particularly those that may pose a hazard to aviation or

impede traffic flow. The meteorologists also are responsible for briefing supervisory personnel at hub airports, approach controls, enroute flight advisory service (EFAS), and other aviation oriented FAA facilities.

Bond to Kick Off Convention

The National Association of Air Traffic Specialists has lined up an imposing battery of FAA speakers for its annual convention in Las Vegas, beginning Nov. 17. Administrator Bond will deliver the keynote address on the opening day and will be followed by Donald B. Rock, Director of the Office of Personnel and Training; Edward V. Curran, Director of the Office of Labor Relations; and Raymond J. Van Vuren, Director of the Air Traffic Service. Other FAA speakers include Robert H. Orr, Bob Bell, Charles Burwick and Paul Rosenwald, all of the Air Traffic Service. The banquet speaker will be Congressman Gene Taylor of Missouri. NAATS is the national bargaining representative for the agency's FSS specialists.

Photo Contest in High Gear

The FAA employee photo contest is gathering momentum, and we've had several requests to extend the deadline. The new deadline is November 28. Winners will be announced December 8. If you need further information or entry forms, contact regional/center public affairs offices or APA-3 in headquarters. Don't miss this opportunity to be one of the nine winners of \$200-100-50 Series EE Savings Bonds.

Satellite Airport Plan Ahead of Schedule

The agency's program to upgrade satellite airports in metropolitan areas is ahead of schedule.

Administrator Bond said money already has been allocated for 178 projects at 118 satellite airports in 57 metropolitan areas. The four-year program, announced only a little over a year ago, envisioned projects at 86 airports in 56 metropolitan areas. An important part of the program has been the installation of new ILS systems. Fourteen already have been commissioned and eight more will be commissioned by the end of 1980. In addition to ILSs, other quick-benefit projects include visual landing aids, and improved runways, taxiways and parking aprons. Eventually, as many as 236 satellite airports in 75 metro areas could be affected by the program.

Bond Hits Harassment

"Sexual harassment is not only unlawful but also immoral and will not be tolerated in any form." That's the word handed down by Administrator Bond in a recent memorandum that reinforces previous statements on the subject by the Secretary of Transportation and the Office of Personnel Management. OPM has defined sexual harassment as "deliberate or repeated unsolicited verbal comments, gestures or physical contact of a sexual nature which is unwelcome." Bond followed up by charging all employees to understand the nature of sexual harassment and to avoid it. He further stated that supervisors and managers would be held accountable for ensuring that sexual harassment is understood as a prohibited personnel practice. On the other hand Bond cautioned that social

interactions or relationships freely entered into by Federal employees do not constitute sexual harassment, and the Federal government will not attempt to regulate such behavior.

Director Job Open

The International Civil Aviation Organization is looking for a Director for its Technical Assistance Bureau in Montreal. The three-to-five-year assignment pays \$54,160 with \$31,398 to \$34,277 free of tax. There's also a \$7,000 to \$8,000 cost-of-living allowance. Applications are due in API-19 by January 16. ICAO also has a three-year assignment open in Dakar, Senegal, for Technical Officer (Com). The salary is \$23,910 with a tax-free net of \$16,978 to \$18,193. Applications are due in API-19 by Dec. 16. More information about both positions is available at Personnel Offices.

Rulemaking Effort Completed

After six years and more than 1,000 rule changes, FAA has written "finis" to its Airworthiness Review Program. The program was launched in Feb. 1974 "to update and improve the certification and regulations containing airworthiness and related procedural requirements." A 10-day conference was held in December 1974 and was followed by a series of NPRMs and, eventually, final rules. Of 1,996 proposals considered in the review, FAA notes that 1,203 were adopted as rules, with the remainder withdrawn or deferred. An index of the proposals and their disposition can be obtained from the Safety Regulations Staff, AVS-22, in Washington Headquarters.

Open Season Coming

Federal employees should have an easier time deciding what health plan coverage is best for them during this year's "open season" which runs from Nov. 10 - Dec. 5. For the first time since the Federal Employees Health Benefits Program began, employees will get newly-developed, brief, easily understandable benefits summaries for all available plans. To further assist employees in selecting a plan, OPM also has developed comparison charts showing the benefits of each available plan for 17 selected major benefits categories. These charts will be available for reference in APT-140, room 516-D, during the open season. Employees also may obtain Health Benefits Registration Forms, SF-2809, and other pertinent literature in room 516-D, on November 10. Employees desiring counseling may telephone extension 68916 or visit room 516-D.

Safety Courses Offered

The University of Southern California is offering three safety courses in the semester that begins Nov. 10. Courses are:

- Investigation of Accidents - advanced techniques
- System Safety Engineering
- Technical Aspects of Motor Vehicle Safety.

Classes will be held in the Crystal Plaza Building No. 6 from Nov. 10 thru Jan. 16, two nights a week, 5:30 - 8:30 p.m. These courses are part of the USC Master of Science in Safety degree program, but individuals may enroll as non-degree students. Federal agencies are authorized to pay tuition costs and other fees if courses are related to job or mission requirements. Registration is now open by mail.

For full details and a free information kit, call 521-5025 or 321-7057.

CFC Drive on Course

All employees are reminded to turn in their pledge cards to their Keyworkers for the final Combined Federal Campaign report due Nov. 4. FAA's Vice-Chairman reports the agency has collected 32% of the \$191,000 goal and is confident FAA employees will come through, as they always have, to help their fellow man, woman, and child. He further encourages employees to give so they can proudly say "I cared."

DOT Allocates Slots

After the Washington National Airport committee of airline officials was unable to come up with a formula for allocating takeoff and landing slots at the airport, DOT stepped in to mandate the division of slots between various new and established carriers. The department's plan which will be in effect from Dec. 1 to April 26, grants 18 slots to New York Air, a new carrier planning frequent, economical service to New York. USAir, Braniff Airways, Pan American World Airways and Piedmont Aviation each lose two slots a day and Eastern loses four a day.





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The News in Brief

With the commissioning of the system at the Reading, Pa., Airport last month, the ARTS-II became the most widely used air traffic automation system in the world. The equipment now is operating at 66 sites, eclipsing the total of 65 for ARTS III. FAA has purchased a total of 85 ARTS II units from the Burroughs Corp. and expects to have all of them on line by June 1981. • Most of the nation enjoyed good weather last month and, as a result, air traffic delays were down at key airports across the country. In fact, the 1,979 delays over 30 minutes in October was the lowest total for that month in four years. The principal reason for the good showing was the relatively low number of weather delays. They accounted for 64 percent of the October total in contrast to the usual figure of better than 80 percent. • A 15-year project came to a happy and successful end in Anchorage, Alas., recently when a Flying Tigers B-747 jet made the first commercial landing on the new north-south runway at the international airport. The two-year construction of the 10,500-foot crosswind runway was completed almost ten months ahead of schedule. However, total time for the runway from conception to completion took 15 years. The project was delayed by military and environmental, as well as aviation, considerations.

Bond Here Until Jan 20 Warns Against "Inertia"

Administrator Bond says he will remain on the job until the inauguration of President-elect Reagan on January 20 and "continue to work hard on the affairs of the FAA." Bond cautioned all employees against the "risk of inertia" during the transition period. "We've got a list of things that we need to do in every corner of our great agency that is as long as one's arm," he noted. "The sense of momentum is quite clear and palpable in the FAA now, and I'm not going to let it slow down just because everybody wonders what's going to happen next." Bond said his objective is to provide a transition that is as helpful as possible to the new Administration, noting that he had participated in a similar exercise after the 1968 election when he was with the DOT. Speaking to a gathering of Washington headquarters managers on November 5, Bond said, "I am going to hand over the best, most complete agency to the new Administration that I can. And I have confidence that what is absolutely the very best agency in the Federal executive branch is going to demonstrate that fact to the new Administrator of the FAA and to the new Secretary of Transportation."

First Step Taken for New Communication System

With the award of a \$13.5 million contract to North American Philips Corp. of Piscataway, N.J., the agency has taken the first step in a four-year modernization program to integrate all FAA ground-to-ground data communications systems into one fast and reliable National Airspace Data Interchange Network (NADIN). Over the past four decades, the agency's communication systems have grown like Topsy with separate networks evolving for enroute control, Service B; terminal area control, AFTN; flight services, Service A; and national operations. When the NADIN is completed these various networks will be replaced by a single national network with switching centers at the Salt Lake City and Atlanta enroute centers. Each switch will collect and disseminate data from its respective half of the U.S. However, the switches will be interrelated and will back up one another. The initial phase of the program, the phase covered by the contract, will be built around "Communication Concentrators", which are kinds of computers that collect and disseminate data. The concentrators will be located at FAA's 23 enroute centers in the conterminous U.S. and in San Juan, Anchorage and Honolulu.

Landing System Transition

Meetings to discuss the best way to transition from the Instrument Landing System (ILS) at airports around the country to the new Microwave Landing System (MLS) have been scheduled by the agency. The dates and places are Jan. 5 in Los Angeles Jan. 7 in Denver, Jan. 9 in Los Angeles and Jan. 13 in Washington. In addition, FAA published a draft transition plan

that spells out 10 alternative strategies for phasing in the new landing system over a period of years. The agency is asking the public to submit written comments on this document by February 1, 1981. MLS provides precision guidance over a wide area and may permit aircraft to make curved approaches to the runway and descend at a steeper angle to reduce noise problems. In contrast, ILS transmits a very narrow beam that limits aircraft to a single approach path. ILS also is more susceptible to signal interference from buildings and terrain and its performance degrades in bad weather.

Top Experts on Board

The agency has picked three top qualified engineers--one from inside the agency and two from the outside--as the first participants in its "National Resource Specialists" program. At the same time, FAA said it was not able to fill 19 of the 22 specialist openings announced last spring and has concluded that the relatively short bidding period held down the number of qualified applicants. This situation will be corrected in December when the GS-14 and 15 positions are reannounced with a flurry of advance publicity. The first three engineers selected for the program and their regions are:

- Thomas Swift of McDonnell Douglas. Northwest.
- Raymond Malatino of Naval Air Systems Command in Washington, D.C. Southwest.
- Joseph Soderquist of FAA's Office of Airworthiness in Washington, D.C. Headquarters.

English Revisited

INTERCOM is resuming its English lessons. We dropped them last spring shortly after receiving a letter which charged us with making "numerous erroneous statements." This was ridiculous, of course, but still our feelings were hurt. The writer went on to say, "Hopefully, you will provide correction of the misguidance in another article." Instead, we will provide further instruction in the mother tongue. "Hopefully" is an adverb--that most misused one in the English language, but nonetheless an adverb. As such it modifies the verb "provide", and describes the fashion in which provision is being made. As written, the sentence therefore means, "You will provide correction of the misguidance in a hopeful fashion..." He claimed in his letter to be a professor of English literature and journalism. We pray he is not. Hopefully.

Watch Speakerphone Uses

The Office of Civil Aviation Security wishes to remind all speakerphone users that there is a FAA order, No. 1600.24C, outlining how these devices should be used. The order places restrictions on the use of recording equipment for telephone conversations and requires that whenever a speakerphone is used, all parties to the conversation must be informed. It also stipulates that use of a speakerphone without the knowledge and consent of all parties could result in a formal investigation by the Office of Civil Aviation Security.

Team Made The Difference

Kenneth L. Hewitt and Jim Finan, both controllers at the Atlanta enroute Center, teamed up with nearby Hickory, N.C., Flight Service Station and Tri-Cities, Tenn., Tower to guide yet another lost pilot with depleted gas tanks to a safe landing. Although not in immediate contact with the stray, it was the center controllers who took charge, who suggested ways to establish communications and found a plane to relay messages. However, ultimately, it was the whole FAA team that made the difference between a crash and a safe landing. During the month of October, 219 flight assists were reported--91 by towers and 38 by centers. There were a total of 494 people reported on board the aircraft involved.

Payroll System Growing

FAA's computerized Uniform Payroll System (UPS) continues to grow and now handles the arithmetic for approximately 96 million dollars each biweekly pay period. Last month, employees of the Office the Secretary, the Federal Railroad Administration, the Urban Mass Transportation Administration, the National Highway Traffic Safety Administration, the Research and Special Programs Administration and the Transportation System Center came into UPS for their national payrolls. This brought the number of UPS-paid employees to approximately 73,000, or 99 percent of the Department. Only employees of the Saint Lawrence Seaway Development Corp. and the Alaska Railroad remain outside the UPS system. However, the National Transportation Safety Board, which is not an element of DOT, is served by UPS.

Awards and Rewards

The Office of Aviation Medicine presented a Quality Within-Grade-Increase to Patricia A. Myers and a Special Achievement Award to Dora Benson.

Visit to Saturn and POW Talk Coming up at NASM

- On Nov. 12 the Air and Space Museum will sponsor a special free "Evening with the Planets" from 5 to 8:30 p.m. to commemorate the spacecraft, Voyager I's encounter with the planet Saturn. Visitors to the Museum will see the first detailed photographs of the planet with its rings and moons on four special video monitors set up in the "Milestones of Flight" and the "Planets" galleries. Accompanying the live coverage will be ongoing televised explanations by Voyager project scientists at the Jet Propulsion Laboratory in Pasadena, Calif. Also that evening, visitors can attend free 30-minute planetarium shows on Saturn and the planets in the Museum's Albert Einstein Spacearium and a free film in the theater on Voyager's 1979 encounter with Jupiter.
- On Nov. 20 at 7:30 p.m. An American pilot shot down in Germany and captured during World War II will meet one of his captors and talk over "old times." After Lt. Royal D. Frey was shot down in Feb. 1944 he met his Luftwaffe interrogator and was surprised to find the man a soft-spoken, pleasant individual. Now, 36 years later, both men are U.S. citizens, and the public is invited to their reunion at the museum.

Wire Problem Studied

The agency's program to reduce the number of accidents involving collisions with power lines was given a shot in the arm recently when the Appalachian Helicopter Pilots Association Highlighted wire strike accidents at a special meeting. At the meeting, Harold Becker of Air Traffic Service brought the copter pilots up to date on the agency's obstruction warning and lighting programs. Currently, colored balls and high intensity lights are used to mark power lines and supporting structures. These methods provide adequate warning, but AAT and SRDS are looking for better, lighter and more conspicuous methods that will provide sufficient warning to modern aircraft operating at faster speeds.

No More "Affairs"

The agency has put an end to the "affairs" involving the Office of International Aviation and the Office of the Associate Administrator for Policy and International Aviation. The word "Affairs," long the last word in the titles of those offices, has been eliminated to make things simpler. Reportedly, the move has made employees in the Office of Public Affairs very nervous--but hopeful.



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U.S. Department
of Transportation

**Federal Aviation
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Headquarters Intercom

Contingency Plan Issued

FAA is asking for public comments on a proposed plan for providing essential ATC services in the event of a controllers strike. The "Draft National Strike Contingency Plan" would severely limit both VFR and IFR flights "to ensure FAA's ability to provide safe and orderly operation of the ATC system with the available qualified manpower." For example, flights would be approved on a predetermined priority basis, with the first preferences going to national defense flights and medical emergency flights. Next would be long-range commercial flights, followed by short-range flights capable of serving the most people or national needs. FAA said the plan would be implemented only in the event of widespread job actions and would be carried out with a work force of supervisors, other qualified (non-bargaining unit) employees and non-striking controllers. The plan was drafted by the Air Traffic Service in response to implied strike threats in various PATCO publications. FAA said it will do everything possible to preclude such an action when the present PATCO contract expires next March.

61 Automated FSS Sites Identified

The locations for 14 of the 61 automated flight service stations of the future have been picked and the other 47 sites have been tentatively identified. The selections were announced at a briefing November 13 for the National Association of Air Traffic Specialists (NAATS) and aviation "alphabet" groups. The 61 sites, all major centers of general aviation activity, are spread throughout 45 states and Puerto Rico. The site selection is another step toward carrying out the new FSS modernization plan announced by Administrator Bond in April. Under that plan, the 318 existing FSS will be consolidated into 61 automated facilities. Competitive contracts have already been awarded to three companies to design computer systems for the new facilities. Early next year, the competing designs will be evaluated, and one contractor will be picked to produce the computer equipment for the entire network. All 61 automated FSSs are expected to be commissioned by FY 1989. Fourteen of them, which have been included in the initial phase of the agency's program plan, are scheduled to be commissioned by FY 1985. They are: Denver, CO (Arapahoe); Miami, FL (New Tamiami); Atlanta, GA (Fulton County); Indianapolis, IN (International); Bedford, MA (Hanscom Field); (See page 2)



FSS Sites

Las Vegas, NV (North Las Vegas Air Terminal); Islip, NY (MacArthur); Cleveland, OH (Hopkins); Columbus, OH (Ohio State University); Pittsburgh, PA (Allegheny County); Nashville, TN (Metropolitan); Houston, TX (Hobby); Manassas, VA (Municipal) and Milwaukee, WI (Timmerman). As for the remaining 47 automated FSSs, 12 sites will be selected each year and a commissioning schedule established at that time. The 47 tentative locations are: Birmingham, AL (Municipal); Anchorage, AK (Merrill); Fairbanks, AK (International); Juneau, AK (International) Mesa, AZ (Falcon Field); Little Rock, AR (Adams Field); Concorde, CA (Buchanan Field); Long Beach, CA (Daugherty Field); Riverside, CA (Municipal); Sacramento, CA (Executive); San Diego, CA (Montgomery); Orlando, FL (Herndon Field); Tallahassee, FL (Municipal); Honolulu, HI (Island of Oahu); Boise, ID (Gowen); Chicago, IL (Dupage County); Des Moines, IA (Municipal); Wichita, KS (Mid-Continent); Louisville, KY (Bowman Field); New Orleans, LA (Lakefront); Augusta, ME (State); Pontiac, MI (Municipal); Minneapolis, MN (Flying Cloud); Jackson, MS (Hawkins); St. Louis, MO (Spirit of St. Louis); Kansas City, MO (Municipal); Billings, MT (Logan); Omaha, NE (Eppley Field); Teterboro, NJ (Municipal); Albuquerque, NM (International); Buffalo, NY (International); Greensboro, NC (Regional); Grand Forks, ND (International); Oklahoma City, OK (Wiley Post); Portland, OR (Hillsboro); Philadelphia, PA (North Philadelphia), San Juan, PR (Isla Verde); Greenville, SC (Downtown); Sioux Falls, SD (Joe Foss Field); Memphis, TN (International); Fort Worth, TX (Meacham Field); San

Antonio, TX (International); Salt Lake City, UT (International); Burlington, VT (International); Seattle, WA (Boeing); Charleston, WV (Kanawha) and Casper, WY (Natrona).

Upgraded Radar Systems Ordered by Agency

The agency has awarded a \$43.3 million contract to Sperry Univac to complete the upgrading of Automated Radar Terminal Systems from ARTS III to ARTS III-A. The contract covers ARTS III installations at 34 airports. The agency previously contracted with Sperry to upgrade the other 29 of the 63 systems. The ARTS III-A enhancement package will expand both the capacity and capabilities of the basic ARTS III. For instance, by using information from the flight plan and pilot reports, the ARTS III-A computer will generate data tags for controlled aircraft not equipped with transponders. In addition, the ARTS III-A is a multiprocessing system, which means that it has a "fail soft" capability and will continue in operation even if one unit fails, although at reduced capacity. Deliveries of the equipment under the new contract are scheduled to begin in 1982.

Order Canceled

The Office of Airport Standards is cancelling obsolete Order 5190.5, "Termination of All AP-4 Agreements," dated August 5, 1969. The cancellation will appear in the next issue of the directives checklist.

Discipline Deserved

While emphasizing that controller Ronald W. Palmer of the Miami Tower "should have been disciplined" for vectoring a Braniff Airways jet toward stormy weather on April 10, the arbitrator who was selected by both the agency and the union has reduced disciplinary action from dismissal to a two-week suspension. Arbitrator Alfred J. Goodman stated, "This was not an instance of a controller making a mistake or error of judgment under stress of heavy traffic or in an emergency, but a deliberate departure from the professionalism the public expects of the high calling of the Air Traffic Controller." The arbitrator also said, "I have determined that the FAA action (removal) was taken in perfect faith to promote the efficiency of the service, that by the preponderance of evidence there was just cause for discipline." In effect, Goodman sustained two of the three charges brought against Palmer, but the arbitrator disagreed with the punishment meted out by the agency and substantially reduced this.

ARTCC Loses Power

The Cleveland Center lost all electrical power for about 20 minutes the evening of November 11. First, commercial power was knocked out when a technician accidentally dropped a metal cover into the power conditioning system, and then a switching malfunction prevented a shift to another commercial power circuit or standby generator power. So, the center had to revert to battery power, which lasted for 30 minutes. For the next 20 minutes the center was totally without electrical power, but there was no danger to air traffic because by that time it had been diverted to adjacent facilities. Over 100 aircraft had to be rerouted. The

power failure also caused numerous aircraft delays, including 85 on the ground of 30 minutes or more and about 10 of that same duration en route.

Don't Try to Fool FAA

A couple of private eyes in the Midwest came out at the wrong end of an investigation recently when they tried to put one over on the FAA. According to the agency's Office of Civil Aviation Security, one of the "P.I.s," who was a licensed pilot, was caught red-handed taking the private pilot's written exam for his cohort, who had previously flunked the test. As a result of the misrepresentation, both men were sentenced to one year's probation and both lost their private investigator licenses. The pilot had his airman's certificate revoked.

Travel Cane Rule Changed

The agency wants to change its rule and make it possible for blind airline passengers to keep their travel canes near them during take-off and landings. In this way, FAA said, the canes will be readily accessible for use in an emergency evacuation. Under FAA's proposed rule, flexible travel canes could be stowed in an overhead rack with a solid bottom, under a row of passenger seats as long as they did not protrude into an aisle or on the floor under window seats.



How to Succeed

All employees are invited to an in-depth discussion by Mae Waltherhouse, Deputy Director of the Environmental Protection Agency and past president of Federally Employed Women (FEW), on "Barriers to Success--How Do We Overcome Them." The talk scheduled for November 18 at 12 noon to 1:30 p.m. in rooms 7A & B of FOB-10A is sponsored by the Southwest D.C. Chapter of FEW.

Nick, The Barber, is Back

Nick, the barber, is back from the hospital after minor surgery and is chopping away once again, giving haircuts in his second floor, North-east corner hide-a-way. He says he's feeling fine.

Star of The Magi Explored

The star of the Magi will be examined in depth during the December 6, 9 a.m. Monthly Sky Lecture at the Air and Space Museum. This is a particularly appropriate Christmas for this discussion since the stars that will be seen in the 1980 winter night sky will be virtually the same as those of that first Christmas nearly 2,000 years ago. The lecturer will ask was it a meteor, a comet, an exploding star, a planetary conjunction or something entirely different? He will then answer his own question.

Plissner Recovering

William A. Plissner, Director of the Office of Budget is, according to close associates, "doing very well" taking it easy at home while recovering from his recent cranial surgery. He has already visited his office and expects to come back to work sometime in December.

Tower Gives non-Flight Assist

When two FAAers from headquarters took some annual leave at lunch time and went to watch the planes landing at Washington National recently, they were given an assist-- although not a flight assist--from DCA tower. The pair, Ken Ogden of the Office of Public Affairs and Ken Hawkins of the Office of Personnel and Training, are both wheelchair drivers who were stranded when their van wouldn't start. At that point, Ken Ogden ventured off to a nearby Airway Facilities shack. There, however, he had problems. The door was up a short flight of stairs which his wheelchair wouldn't climb. But Ken solved the problem by throwing pebbles at the door until it was opened by technician John Lawrence who explained that he had no outside telephone line but did have a direct line to the tower. That was just fine with Ken. He asked the tower to call his office to explain why he was late and to get hold of triple A for road service. All this they did and the story had a happy ending.





U.S. Department
of Transportation
**Federal Aviation
Administration**

Headquarters Intercom

The News in Brief

The agency has arranged to lease/purchase four twin turboprop F-90 King Aircs from Beech Aircraft. The T-tail King Aircs have a high cruise speed of 267 knots (307 mph) and a non-stop range of over 1,500 miles. Delivery is scheduled to start in April 1981 and continue on a one-a-month basis. The planes will be used in the evaluation, currency and transportation program. They replace older, piston-engine aircraft. • Deputy Administrator Taylor will be the keynote speaker at a meeting on the safe transportation of hazardous materials, scheduled for Silver Spring, Md., on December 3-5. This is the first national meeting on the subject and is sponsored by the Office of Civil Aviation Security. Persons wishing to attend should contact ACS-200.

• NTSB is looking into some additional evidence which may have a bearing on the San Diego midair collision between a PSA jet and a private aircraft that killed 144 persons in September 1978. The possibility was raised after the Board received a deposition from a light-plane pilot who said he was in the general area of the collision about the time it happened but never saw the jetliner and never considered that he might have been involved. (See page 2)

FAA to Rely on Courts In Future Job Actions

FAA will rely primarily on the Federal courts to stop any future job actions by controllers or other employees and normally will not involve the Federal Labor Relations Authority. That's the word from Administrator Bond who said the courts promise "the only realistic alternative in the case of a job action." However, he noted that the agency will continue to use FLRA for other labor management issues that do not have a critical time factor. In keeping with the new policy, Bond announced that the agency has withdrawn without prejudice the Unfair Labor Practice charge it filed with FLRA against PATCO after a controller job action at Chicago O'Hare last August. Instead, FAA will concentrate its efforts on obtaining a Permanent Injunction against the union in Federal court. Bond said, "I want to emphasize that the agency will use the Federal courts as our remedy in cases where there is clear, willful and repeated violations of law and will urge the U.S. Attorney or the Department of Justice to seek the maximum penalty available." The controller "slowdown" at O'Hare occurred August 15 and delayed more than 600 flights. On August 17, the (See page 2)

Briefs (From page 1)

The Air Line Pilots Association, long has maintained that two small aircraft were near the jetliner, and the PSA flight crew may have confused the two when given a VFR advisory by the tower. A decision on officially reopening the case will be made at a future meeting of NTSB members. ● FAA has told the NTSB that mandatory altitude callouts during Airport Surveillance Radar (ASR) approaches are not justified by accident report data. NTSB recommended the callouts after investigating the May 1978 crash of a Boeing 727 in Pensacola's Escambia Bay. The FAA panel studying the recommendation determined that altitude callouts would not have prevented that accident or had a positive impact on the very small number of similar accidents and incidents.

Volcano Restrictions Lifted

With Mount St. Helens quiet--for the time being anyway--FAA has cancelled the temporary flight restrictions that have curtailed aircraft operations in the area since the volcano first began venting steam and ash last March. However, the agency still wants pilots to exercise caution when flying in the vicinity of Mount St. Helens and has issued a Notice to Airmen (NOTAM) recommending that all flights in the area remain at least 3,000 feet above ground level and follow a left-hand pattern around the volcano. While the restrictions were in effect, there were teeth in them. As of November 6, the agency had suspended 12 pilots' licenses for violating the safety rules. Also, an additional 17 cases are now being processed, Northwest Regional Counsel Hays Hettinger reports.

Courts (From page 1)

U.S. Attorney, acting for FAA, obtained a Temporary Restraining Order against PATCO that later was extended voluntarily to January 19, 1981. On that date, the U.S. Attorney, representing FAA, will go into Federal District Court in Chicago to argue for a Permanent Injunction against the union. Such an injunction would permanently enjoin PATCO and the individual controllers at O'Hare from any type of job action in the future. Violations could lead to contempt citations by the court against anyone involved.

DARC Does Well in Unscheduled Test

The agency's new backup for the en route computer system, the Direct Access Radar Channel (DARC), received an unscheduled test in prime time at the Washington Center on November 16, when the primary radar data processing system went out for about five and a half hours. DARC is undergoing a 60-day operational evaluation at the Washington and Chicago Centers but previously had been used only on a scheduled basis during periods of light traffic. Principally because of DARC, which provides controllers with computer-generated flight data on aircraft targets, traffic delays were kept to a minimum. Only six departure delays, averaging about 17 minutes each, were imposed at Washington National. There were no significant departure or arrival delays elsewhere in the center area during the time DARC was on line-- 11:49 a.m. to 5:16 p.m.

Mike Monroney Students Get Per Diem Hike

The flat-rate per diem for long-term students--those attending scheduled courses longer than 10-class days--at the Mike Monroney Aeronautical Center was upped from \$27 to \$31 on November 16. Short-term students get per diem on the same basis as any other employee on travel. In the Oklahoma City area, this is the average cost of lodging, plus \$23 per day, not to exceed \$50 a day. En route travel allowances for both short- and long-term students are unchanged.

Open Season on, but no Brochures This Year

The 1980 Health Benefits Open Season is in full swing and will continue to December 5. However, as previously reported in the INTERCOM, health plan brochures are not being distributed to individual employees this year. Instead, eligible employees will receive benefit summaries of the various plans. These summaries should be used as the primary source of information when selecting a health plan. In addition, the brochures, themselves, will be available for review in each servicing personnel Management Division. Several Health Benefit Plan brochures, including PATCO's have not been received at the FAA Depot from OPM. OPM indicates that they have encountered distribution problems with their printing contractors, and will inform when to expect shipment.

Savings Bond \$\$\$ up

There's good news for Savings Bond buyers. The interest rate on Series EE bonds purchased after November 1 has been jumped from seven to eight percent when held to nine-year maturity. Also, there may be even better news coming, for the rate is expected to go even higher in May 1981. Series HH bond interest rates also went up November 1 from 6.5 to 7.5 percent.



English Revisited

This week's English lesson is on how to use Anglo-Saxon words instead of words coming from the Latin. Read this sentence, taken from life: "The accomplishment of these actions should facilitate the identification of the cause of specific human errors and enable us to determine better preventive and corrective action." When you come right down to it, all this means is: "Doing this should help us find out why we make mistakes, and what we can do about them." All the underlined words come from the Latin. None of the words in the second sentence does. If you don't know a Latin word when you see one, just try for short and simple words that you would use in every-day speech. When was the last time you said "facilitate?"

National and Dulles Traffic Down

Following a national trend, both National and Dulles airports showed a decline in airline passenger traffic in FY 1980. However, National with 13.7 million passengers was off only 3.2 percent from FY 1979 whereas the 2.6 million passengers at Dulles represented a drop of 20.3 percent. The bright spots at National were a 21.3 percent gain in air taxi passengers and an 8.5 percent increase in general aviation passengers. Together, these two segments moved almost 950,000 people through the airport. At Dulles, the only gain was registered by general aviation passengers and it was up less than one percent. But FY 1981 may be a different story at Dulles because of a DOT/FAA decision to waive airline landing fees and mobile lounge charges there.

Members Sought for New Women's Committee

The Office of Civil Rights is seeking members for the newly proposed Federal Women's Program Committee. The committee will serve as an advisor to the Federal Women's Program Coordinator in the development and presentation of programs and activities to assist women. The committee will be headed by Era Marshall, Federal Women's Program Coordinator, ACR-3. It will meet on a monthly basis and members will be serving in collateral duty status while on committee business. Employees interested in serving on the committee should submit their name, position title, grade, organization, routing symbol and telephone number to ACR-3 through their supervisors, on or before December 5.

It's Time to Report Training Requirements

The Labor Relations and Career Development Branch reminds supervisors that the annual task of identifying formal training needs of their employees is upon them. Forms to do this are in distribution now, with a mid-December deadline back to APT-140. Notice 3000.52, "Call for FY 1982 Training Requirements," is the starting point, but if you get stuck, consult your supervisor, your office/service training contact, or give the training folks in APT-140 a call on x63320.

Health Benefits Info

Health benefits brochures, summary sheets and biweekly premium sheets are available for review in room 516D and in office/service administrative offices. See story on page three.

Certificates Awarded

Certificates of Achievement have been awarded to nine Office of Management Systems' employees for their contribution to the successful design, development and implementation of the FAA Uniform Payroll System which was recently adopted across the board by the Department of Transportation. The employees are Robert Link, James G. Meadows, Elroy L. Nieweg, William J. Tomasett, Susan H. Dion, James C. Gore, Teresa Nabors, Mary E. Powers and Myron C. Wolford. All are from the Data System



U.S. Department
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ATCA Holds ATC Seminar

The public is invited to attend a two-day seminar on air traffic control in terminal areas, Dec. 9-10, at the Sheraton National Motor Hotel in Arlington, Va. Sponsored by the Air Traffic Control Association (ATCA), the meeting is being held in conjunction with an FAA contract recently awarded to ATCA for a study of airport safety zones. Discussions at the seminar will include the use of terminal radar service areas (TRSAs). Among the speakers will be three retired FAAers: William E. Broadwater, former Air Space and AT Division chief; Daniel E. Barrow, one time deputy director of the Central Region, and Robert I. Gale, former Central Region AT Division chief. Also speaking will be the editor of *Flying* magazine and a TWA captain. Registration for the day-long meeting is free and will begin at 8 a.m. in the hotel lobby. For further information, call Don Francke on (202) 522-5717.

FAA Lean but Still Hungry Bond Tells Aero Club

Administrator Bond has cautioned the steely-eyed budget cutters on both sides of the political fence that FAA is just about as lean as it can get. Citing various economies implemented over the past four years, such as a one-third reduction in Washington headquarters staffing, Bond said: "I just don't think there is too much more fat left to be cut. Substantial cuts can only come where they must—in research and development and in improvements to our equipment." The Administrator warned that any such cuts would severely impact the future growth rate of aviation. "Without the money we need for computer replacement, reliever airports, and a host of other improvements, our air traffic control system will soon reach its limits," he added. Speaking to the Aero Club of Washington, Bond said the aviation community was partly to blame for the agency's budgetary problems because it perceives FAA primarily as a regulator and tends to neglect its operational role. "Too often, as you protect your own turf from Federal incursion, you forget that the health and strength of the FAA's operating arm is crucial to the future of the whole (Continued on page 2)



Lean

industry," he added. "When the FAA comes under unfair and irresponsible attack, you are too often reluctant to join in the defense of what we will know is the best air traffic control system in the world. It's almost as if you were afraid to be seen consorting with the enemy--and that's a sad and counterproductive state of affairs." The Administrator said his audience of high-powered industry and user-group representatives "have fully proven their ability to influence popular and political opinion when they feel their particular interests threatened by FAA" and urged them to "use those abilities to support the health and strength of the FAA's programs to improve aviation as well." Continuing this theme, Bond said: "The most important service you in the aviation industry can perform for the new administration is to redirect your formidable powers of persuasion toward support of adequate research and capital investment."

Buildings for Sale

Those old buildings at the Tech Center are still on the block awaiting firm buyers. For sale are 20 World War II-type buildings ranging in size from "trailer type" to building #19, a 50,000-square-foot edifice that was originally built as a Navy mess hall and was used by FAA for simulation labs. According to Richard Olsen of the Logistics Services Division, who is in charge of selling the antiquated structures, there have been a number of nibbles, even some bites on six of the buildings. However, sales cannot be consummated until the Center's Plan Engineering Group comes out with the final

requirements for the sales. These specs should be available in a week or two. "When that happens," Olsen said, "we'll see if we can save the Government some money."

Threat of Damage Suit Against PATCO Cited

When PATCO staged a four-day job action in June 1978 to protest airline restrictions on controller familiarization flights, the union paid a court judgment of \$100,000--\$25,000 for each day. Next time the union might not be as lucky, according to Administrator Bond. Addressing the Aero Club of Washington on November 25, Bond responded to a question from the floor by saying he thought the airlines might have grounds for a damage suit against PATCO in case of a future job action. Actually, the same thought had occurred to the ATA last time around. In Federal District Court in New York City on June 23, 1978, the Air Transport Association assured the court that "if there is another slowdown we are not going to give up damages next time." ATA estimated these damages at \$50 million or more for the four days of the slowdown. The judge subsequently held that a 1970 injunction obtained by ATA against PATCO was still valid and applicable to the 1978 job action. He also approved the \$100,000 judgment agreed to by both parties. However, after asking for and receiving assurances that ATA would seek damages in any future job action, the judge said: "I think I have an obligation that goes beyond perhaps what you two parties are disputing between yourselves... and that's been bothering me. I don't want you to settle it between yourselves so that (you) just ignore the public interest."

Over Presidential Homes

A protective umbrella of restricted airspace has been established over President-elect Ronald Reagan's home in Pacific Palisades and his ranch in Santa Ynez, Calif. The FAA restrictions prohibit aircraft from flying below 3,000 feet in the vicinity of either residence. That means within one-half nautical mile of the Palisades home and one nautical mile of the ranch. A Notice to Airmen (NOTAM) has been issued that spells out the restrictions in detail.

Oh, Deer

No passengers were hurt, but an Ocean Airways Beech 99 suffered substantial damage and had to be towed off the runway after colliding with a deer on landing at the Tech Center's airport recently. It was the worst collision involving aircraft and deer to date and focused new attention on the continuing problem of the fast-multiplying deer population on the 5,000-acre Tech Center reservation. To help solve the problem, the State of New Jersey has recommended periodic hunts, supervised by wildlife officials, similar to those held at near-by Fort Dix. Tech Center officials have agreed reluctantly, and the herd is being thinned in a move that not only protects air travellers using the airport but also lessens the competition for food and prevents the animals from dying of starvation.

Where Are They Now?

The Los Angeles Center 1963 Reunion Committee has put out an "APB" on former center employees, as they

prepare for a big reunion on Feb. 28, 1981. The committee's "wanted" list includes: Richard E. Barton, Jean Beeler, Albert J. Brazell, Harold A. Brown, Ken A. Clark, Gene Cook, Robert Crane, Maurice Dade, Bill Daniels, H.P. Davenport Jr., Marshall Davis, James Foley, Victor Griggers, Betty Harris, Laurence Jones, Shirley Langley, Larry Lee, Felix Martucci, Harold McInturff, Sherman Taylor, and/or June Wittlake. If you know their whereabouts, contact Doug Eggers or Bob Drewlo, c/o LAX ARTCC, 2555 E. Avenue P, Palmdale, Calif. 93550. There is no reward.

Brevity Preferred

Brevity not only is the soul of wit, it's also the stuff of good business letters and even clearer speech. For example, why would anyone ever say "at this point in time" when it really would be much easier simply to say "now." To help clear the air of such fuzzy phrases, Airport Services Management magazine recently published a list of good and bad word choices that everyone would do well to remember when preparing business letters or other correspondence. Intercom is reprinting the item as a public service.

<u>Bad Choice</u>	<u>Preferred choice</u>
Attached hereto	Attached
Enclosed please find	Enclosed
Due to the fact that	Because
Along the lines of	Like
At the present time	Now
In view of the fact that	Since
Be in a position to	Can
Accompanied by	With
Afford an oppor- tunity	Allow
At all times	Always
Experience has indicated that	We've learned

New EEO Counselors Named

Ten new EEO counselors have joined the ranks of those already providing this essential service to employees at FAA headquarters and National and Dulles Airports. The counselors are regular, full-time employees of the agency. Employees who feel they have been discriminated against on the basis of race, color, age, or physical or mental handicap, contact any one of the counselors, including new ones listed below, within 30 calendar days of the alleged discriminatory act. Make appointments through the Office of Civil Rights or with counselors directly. New counselors are: James Depuy, ALG-401, x68269; Annette Edmonds; ALG-235, x63916; Adam

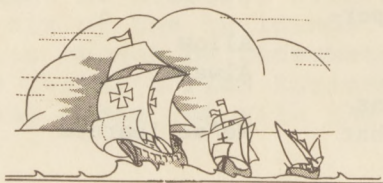
Falato, AAF-450, x68220; Rosalie Green, AAT-301, x63725; Suzanne Holloway, APA-10, x63893; Peter Kovalick, AAT-12, x68517; Lillian Payne, AFO-804, x68196; Rose Mary Robinson, AMA-311, x70923; George Taylor, AMA-124, x72841; and Gerald Trainor, AAF-420, x68083.

Bloodmobile Coming

The bloodmobile will be in the FAA building Dec. 9 between 9:30 a.m. and 3:30 p.m. in the first floor exhibit room. Giving blood helps all.

CFC Final


FAA's Combined Federal Campaign for the Washington area has ended and headquarters employees can feel proud of reaching 96.2 percent of their dollar goal. The outstanding office was the Office of Labor Relations with a whopping 348 percent of their goal. The Vice-chairman extends his thanks to all Key Workers for a job well done. Without their special effort, FAA's D.C. area's response to CFC's needs would not have been anywhere near as successful.



	NUMBER OF EMPLOYEES	GOAL	THRU: NOV 19, '80 CONTRIB UTIONS	PERCENT OF GOAL
Office of the Administrator	17	\$ 764	1,897	198.7
Office of the Deputy Administrator	4	191		
Office of Aviation Medicine	38	1,528	2,437	159.2
Office of the Chief Counsel	76	3,629	1,828	50.1
Office of Civil Rights	12	573	396	69.1
Office of Public Affairs	28	1,337	1,663	124.3
Associate Administrator for Policy and International Aviation Affairs	24	955	1,816	190.0
Office of Aviation Policy	33	1,719	2,483	144.5
Office of Aviation System Plans	25	1,337	1,277	95.5
Office of Environment and Energy	36	1,910	880	46.1
Office of International Aviation Affairs	45	3,056	3,074	100.6
Associate Administrator for Aviation Standards	41	1,910	858	44.9
Office of Airworthiness	74	4,011	3,647	90.9
Office of Aviation Safety	29	1,528	1,588	103.9
Office of Civil Aviation Security	41	2,101	3,539	168.5
Office of Flight Operations	137	6,303	4,339	68.8
Associate Administrator for Air Traffic and Airways Facilities	48	2,101	1,167	55.5
Air Traffic Service	254	14,898	10,270	68.9
Airway Facilities Service	258	13,179	10,547	80.0
Associate Administrator for Administration	5	382	880	230.4
Office of Accounting	88	3,247	4,722	145.4
Office of Budget	56	2,674	2,961	110.7
Logistics Service	140	10,314	7,016	68.0
Office of Personnel and Training	118	4,966	7,751	156.1
Office of Management Systems	123	5,730	8,274	144.4
Office of Labor Relations	13	573	1,995	348.0
Associate Administrator for Engineering and Development	20	955	1,130	118.3
Office of Systems Engineering Management	45	2,674	2,758	103.1
Systems Research and Development Service	212	12,224	9,382	76.8
Associate Administrator for Airports	14	573	981	171.2
Office of Airport Planning and Programming	85	2,101	1,079	51.3
Office of Airport Standards	36	1,910	1,945	101.9
Confidential Contributions	-	-	2,520	-
TOTAL WASHINGTON HQ'S (F0B 10A)	2,125	\$ 111,353	\$107,090	96.2
Washington Metropolitan Airports at National	341	9,550	8,653	57.1
TOTAL	2,466	\$ 120,903	\$119,543	93.1
PERSONNEL NOT IN LAST YEARS' CAMPAIGN:				
Metropolitan Washington Airports at Dulles	325	9,168	1,045	11.4
Eastern Region:				
Maryland				
Andrews AFB	75	3,056	1,037	33.9
Virginia				
National Airport	186	9,359	2,029	21.7
Dulles	95	3,820	-	-
Airport District Office	-	4,011	-	-
Leesburg - ARTCC	830	40,683	4,186	10.3
TOTAL FAA - Metropolitan Washington Area	3,977	\$ 191,000	\$ 120,840	63.3

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Headquarters Intercom



U.S. Department
of Transportation

**Federal Aviation
Administration**

News Briefs

President Carter is not letting his defeat at the polls rob him of the Christmas spirit. He has given the 2.9 million Federal employees the Friday off after Christmas, which means they'll have a four-day weekend. The only exceptions are those who work in offices that must remain open for reasons of national security or defense or other public reasons. ● FAA has slapped a \$137,600 fine on a California aircraft parts manufacturer for failing to get FAA's approval to produce certain aircraft parts. In a letter to Valley-Todeco, Inc. of Sylmar, Calif., the FAA's Western Region charged that the firm produced over 600 parts, such as bolts, rod ends and bearings and sold them to various airlines in May 1980. ● FAA will hold a conference on aircraft collision avoidance systems Jan. 27-28 at Dulles Airport. The two-day conference will focus on the Active Beacon Collision Avoidance System (BCAS), but it will also include an in-depth look at the agency's total Aircraft Separation Assurance program, of which the BCAS is only a part. The Active BCAS is in the prototype test and evaluation phase, with production models expected to be available by 1983. (Continued on page 2)

FAA Briefs Industry on New Computer Systems

The FAA headquarters auditorium was full to overflowing for the briefing and all the blue chip companies were there--IBM, Sperry Univac, Burroughs, Raytheon, RCA, General Electric, Westinghouse and a host of others. The turnout was hardly surprising since the subject of the briefing was the estimated \$2.8 billion FAA program for replacing the enroute air traffic control computer system. FAA's Associate Administrator for Engineering and Development Al Albrecht told the gathering that the new computer system must meet certain basic requirements that will enable the agency to keep pace with the projected growth of air traffic into the 21st Century. He cited these examples:

- * The system must be architecturally capable of evolving to the full services we expect to have available by the turn of the century.
- * It must have sufficiently flexibility to start as a "transparent" replacement for the existing system--that is, it must look the same as the present system to the controller on the day of the switch-over.
- * It must also be fully capable of accommodating new services as well as new data sources and changes in ATC philosophy.
- * It must have a high level of reliability and availability and an (Continued on page 2)

Briefs

(From page 1)

● NTSB has published a new statistical analysis of airline accident data showing generally decreasing accident rates over the 10-year period covered by the report--1968-1979. For example, the accident rates per 100,000 departures dropped from 0.95 to 0.38 for the scheduled carriers and from 3.84 to 0 for the nonskeds. Also, the report shows that short- and medium-range aircraft had the best safety records over the 10-year period. The report says pilots were cited as a cause or factor in 41.4 percent of all air carriers accidents during the 1969-1978 period, ranging from a low of 34 percent in 1972 to a high of 47.8 percent in 1977. Single copies of the report --"Annual Review of Accident Data, U.S. Air Carrier Operations, 1978," are available from the NTSB Publications Branch, Washington, D.C. 20594.

Computer Systems (From page 1)

internal structure to accept new functions as the development of those functions is completed. Albrecht noted that some sources have suggested that the agency should not go directly to an advanced automated system but should take the interim step of simply replacing the IBM 9020s with equivalent computers of somewhat higher capacity and availability. "We believe this would be the wrong way to go," he added. "We will continue to develop and implement various means of extending the useful life of our current systems. But we hope it will not be necessary to buy interim systems because we believe the desired replacement system must cope with the long-term needs of the ATC system." Neal Blake, who is Albrecht's deputy, said FAA plans to issue a Request for Proposals for the first phase of the design competition in the latter half of 1981 with contracts awarded to as many as five firms in July 1982.

Blake said delivery of the first production system to the field is targeted for late 1988. Implementation at all 23 centers (including Anchorage, Honolulu and San Juan) would be completed by 1992.

Recertification Proposal Requirements

FAA is going back to the drawing board on its notice of proposed rule making (NPRM) that would require a review of aircraft type certificates on a 10-year cycle. But first the agency wants additional comments on the notice issued last August and has extended the comment period through March 31, 1981. In taking the action, FAA said: "It is clear that there is a great deal of misunderstanding concerning the intent of this proposal, in respect to both FAA policy and some wording in the proposed rules. In addition, the agency realizes that it may have misjudged the conceived economic impacts and other implications of the rule changes." The agency added that a new NPRM will be issued at the end of the extended comment period that "will more thoroughly explore the purpose and anticipated impacts of the proposed policies and rules." The action follows a three-day hearing on the NPRM held last month in Washington.

AVP + ASP = APO

The Office of Aviation Policy (AVP) and the Office of Aviation System Plans (ASP) have merged into the Office of Aviation Policy and Plans (APO). Harvey Safeer, who was the head of the policy office, is the new APO-1 and Thomas Messier, the former chief of plans, is his deputy.

Photo Contest Winners

It wasn't easy, but from 182 entries we have finally selected the winners of the Employee Photo Contest. Because there were so many excellent photos, we also added an "honorable mention" category. Here they are:

Photo Categories

1. FAA employees on the job--
GRAND PRIZE
Kenneth Hirsch, AAF, Tri-City Airport, Tenn.
1st Runner-Up
Charles Jones, AIA-30, Wash., D.C.
2nd Runner-Up
Harvey Schoenfeld, FSS/IFSS MacArthur Airport, N.Y.
Honorable Mention
Herman Carter, FSS, Tulsa, Okla.
2. FAA facilities/equipment--
GRAND PRIZE
William L. Bedford, AAF, Burlington, Ia.
1st Runner-Up
Gary Glenisky, ANW-456, Seattle, Wash.
2nd Runner-Up
A. Robert Marion, AAF, Cascade, Idaho
Honorable Mention
Sandra J. Suarez, ATCT, Memorial Field Airport, Hot Springs, Ark.
3. Any facet of civil aviation--
GRAND PRIZE
Thomas S. Hook, APA-430, Wash., D.C.
1st Runner-Up
Claudette McDaniel, AMS-200, Wash., D.C.
2nd Runner-Up
Wes Rosen, ATCT, Logan International Airport, Boston, Mass.
Honorable Mention
Lloyd D. Falls, ATCT, Oakland International Airport, Calif.

The GRAND PRIZE winners will receive \$200 Series EE Savings Bonds; 1st Runner-Up, \$100 Bonds; 2nd Runner-Up, \$50 Bonds. Prizes will be mailed in a few days. Watch for the appearance of the pictures, with credit lines, in future issues of FAA World. The first one will be on the cover of the December issue. Many non-winning entries also will appear from time to time. Although the contest is over, we hope all the photographers who took part will continue to send your best aviation shots to the Editor of FAA World for possible use in the magazine. Congratulations to all!

Better Human Factors Data Needed

"If we can come to an understanding of why human beings make mistakes when dealing with complex machinery, we stand a chance of eliminating the causes of those mistakes and avoiding them next time," Administrator Bond told a Human Factors Workshop last week. The workshop, which was held at the Transportation Systems Center in Cambridge, Mass., was sponsored by FAA to seek the advice of industry, the military, user groups and the international aviation community. Bond said the FAA needs a better data base on human factors. Without that, he said, "we will find ourselves operating in a vacuum when it comes to drafting regulations, approving designs, and training the people who maintain, fly and control airplanes."



Plan Ahead For Christmas

Move fast if you want to hold the office Christmas party in FOB-10A. Reservations for conference rooms will be on a first-come, first-served basis. And requests for reservations must be submitted in writing to the Director of Administrative Operations, Facilities Management Branch, M-443. However, before going to the trouble, you might first consider what kind of party your crowd wants. We hardly need mention that the use of alcoholic beverages is strictly prohibited in Federal-owned or leased property. And there's a departmental order on the use of Christmas decorations too-- DOT 1730.8.

Joe Lippincott Dies

Joseph L. Lippincott of the Airway Facilities Service died November 27 after suffering a massive stroke. A 19-year FAA veteran, he worked for the AAF Administrative Staff. Prior to joining FAA, he served for 10 years with the U.S. Air Force. He is survived by his wife, Dorothy.

Retirees

For the months of September, October, and November the following employees retired in Washington headquarters: AAF--Gus Sandors, Rudolf Viohl, Howard Beck, Cecil Marks, Ralph Stolhand; AAT--Charles Hannan, Myles Reynolds; ABU--Freda Lynn; ACS--Joseph Blank; AEM--Galen Leek, John Parry; AFO--Douglas DeSance, Richard Collie, Gerald Gibson; AGC--John Marsh; AIA--Lemuel Ball; ALG--William Lawlor, Joe Love, Francis McCabe; AMS--Johnnie Lowe, Elden Nootenboom; AOA--Norman Sawyer; APP--Peter Gourdouros; APT--Parke Potter; ASF--Gretchen Minor, Adrian Forney; AVP--Oliver Laine.

Health Plans Deadline extended

The deadline for Open Season Health Benefits enrollments and changes has been extended to COB December 26. Health Benefits Registration forms (Standard Form 2809) must be received by the Labor Relations and Career Development Branch, APT-140, no later than COB on that date. Brochures and registration forms are available in APT-140, Room 516D. Office/Service Administrative Officers also have brochures available for review.

Talk on Saving Government Retirement

Mr. John E. Cosgrove, National Chairperson of Funds for Assuring an Independent Retirement (FAIR), will speak on the threat of Universal Social Security to Government employees and describe what his organization is doing to save the Federal Retirement System. Scheduled for 12 noon on Tuesday, Dec. 9, the talk is sponsored by the Southwest D.C. Chapter of Federally Employed Women. All employees are invited to attend Mr. Cosgrove's presentation in Room 8334 of the Nassif Building.

Speechmasters Elect Officers

New officers to serve Speechmasters #2996 for six months starting in January are: Gerald Lavey, president; Harold Becker, educational vice president; Thom Hook, administrative vice president; Ken Geisinger, secretary-treasurer; and Clara Theiling, sergeant-at-arms. The Toastmasters club at headquarters meets at noon, usually in 5A, the first and third Tuesdays of each month. All are welcome.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Headquarters Intercom

The News in Brief

Langhorne Bond already has announced plans to depart the agency on January 20 after 44 months as FAA Administrator. That means he will have held the Government's top aviation job longer than all but two of his predecessors, dating back to 1926. Only Najeeb Halaby, who was FAA Administrator for 52 months (March 1961-July 1965), and Jack Shaffer, who was AOA-1 for 48 months (March 1969 to March 1973), had longer tenures. ● The pilot's limited training and experience in flying a Learjet were factors in the May 5 crash in Richmond, Va., the NTSB says. The accident, in which both crewmembers were killed, occurred as the Learjet was trying to land at Byrd International Airport. This accident, plus five others involving Learjets over the past two years, prompted the FAA to begin a review of the certification of the Learjet last June 17. This was followed by the issuance of two Airworthiness Directives—one dealing with control problems in the Learjet during both cruise and landing and takeoff and the other dealing with autopilot problems. ● A general aviation safety workshop will be held at the FAA Technical Center January 27-30, under the joint sponsorship of FAA and the Aircraft Owners and Pilots Association (AOPA). Participants will be invited from both government and industry and will be divided into six working groups covering aviation safety economics, flight instruction, (See page 2)

FAA Serves Contract Proposal on PATCO

FAA has served PATCO with its proposals for a new labor agreement. Highlights of the proposed agreement include changes in approximately 15 current articles dealing with a variety of matters such as sick leave administration, dress code, parking administration, training, familiarization flying and the national seniority opportunities program. A date for actual negotiations to commence has not yet been set. The current agreement runs through March 14, 1981, and will with one exception (Article 70 - Immunity Program) continue in full force and effect until a new agreement is reached.

Lewis Named to Head DOT

President Ronald Reagan's choice for Secretary of Transportation—Andrew L. (Drew) Lewis—is both a private pilot and aircraft owner. Although reportedly the press of business and politics have kept him from flying in recent years, both his wife and son are active pilots. The 49-year old Pennsylvanian is a successful businessman who owns his own financial and management consultant firm and has been active in Republican politics for a number of years. Currently he is Deputy Chairman of the Republican National Committee. A graduate of the Harvard Business School, (See page 2)

Briefs (From page 1)

pilot written exams, weather-related accidents, aviation safety data and general aviation aircraft. In addition to the invitation-only workshops, there will be two open sessions that anyone can attend.

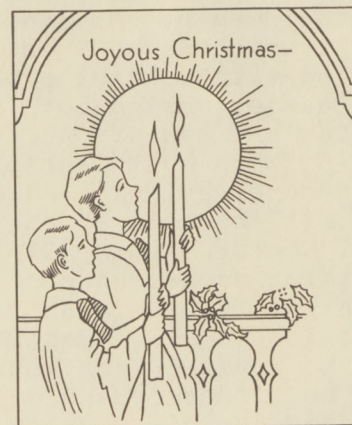
● Pilot error was cited as the "probable cause" by the National Transportation Safety Board (NTSB) of the inadvertent stall of a Aero-mexico DC-10 over Luxembourg, November 11, 1979. Although the aircraft was equipped with a "stickshaker" stall-warning system, the crew misinterpreted the warning, believing it to be the result of engine vibration. As a result of the crew's error, the Safety Board has suggested that the stall-warning system in the DC-10 should be improved to include either a visual or aural warning device, or both. ● The Idaho Falls flight instructor looked a lot better on paper than he did in person. That's because all his papers were forged, including a medical certificate, a commercial pilot's license and two flight instructor ratings. FAA finally caught up with the impostor, and its investigation resulted in a criminal conviction. A Federal District Court in Idaho hit the phoney flight instructor, whose only legitimate FAA credential was an expired student pilot's license, with a \$500 fine and two years probation.

Lewis (From page 1)

Lewis was a trustee in bankruptcy of the Reading Railroad and also has interests in interstate trucking. In a meeting recently with airline officials, he reportedly indicated that the two major issues facing aviation were a possible PATCO strike next year and airport access.

Broadcasts Ruled Illegal

The Federal Communications Commission (FCC) has ruled that Seattle's three major television stations and a local radio station "technically violated the law" when they broadcast portions of an FBI agent's conversations with an airline hijacker July 11. However, the stations got off with a slap on the wrist rather than penalties because of the mitigating circumstances surrounding the incident. The stations maintained that they had not intercepted the transmissions but were allowed to listen to them over loud speakers in the press room at the airport. Moreover, none of the stations broadcast the transmissions live but instead selected excerpts from tape recordings. Federal law, however, prohibits rebroadcast, publication or any other use of such conversations, except with permission of the sending party. FAA and the FBI, working through the FCC's Seattle office, succeeded in stopping the stations from further broadcasting the conversations between an FBI agent and a hijacker, who had commandeered a Northwest Orient 727. The hijacker surrendered after nine hours, and no one was injured.



● Pilots & ATC Cited In Air Wisconsin Crash

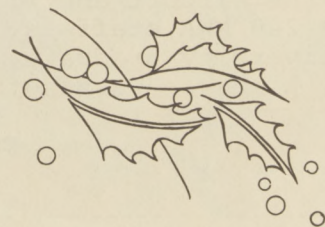
NTSB has blamed the crash of an Air Wisconsin flight, which killed 13 persons near Omaha last June, on the "crew's decision to continue the flight into an area of severe thunderstorms." The Board noted that heavy precipitation in the thunderstorm snuffed out both engines in the Swearingen Metroliner at an altitude too low to allow for recovery. Among the contributing factors cited by the Board was the failure of the ATC system to disseminate critical weather information to controllers and the Air Wisconsin crew. The Board said the flight crew was given a weather briefing before departure from Appleton, Wis., but apparently did not receive later severe thunderstorm warnings which predicted 50-knot winds and hail as large as three-quarters of an inch. Investigators from the Board found that two pertinent SIGMETS (significant meteorological warnings) were received by the Minneapolis Center before the crash but were not relayed to controllers by supervisory personnel. Printed copies of the Board's report will be available around the end of December from the NTSB Publications Branch, Washington, D.C. 20594.

Tel. Number Changed

The Great Lakes Regional Headquarters is getting new commercial and FTS telephone numbers effective December 15. The main commercial telephone number will change from (312) 694-4500 to (312) 694-7000 and the main FTS number from 8-384-9500 to 8-384-7500. When calling other FTS numbers, the only required change will be to the first digit of the extension as 384-9541 (old) to 384-7541 (new). Some individuals will have new numbers which callers can reach by calling the operator on 8-384-7500.

A Word to the Wise

Key members of Congress have warned air traffic controllers and their union that illegal job actions will not be regarded sympathetically on Capitol Hill. Expressing a high regard for controllers as professionals, Senator Howard Cannon, Chairman of the Senate Commerce Committee, nonetheless warned that any controllers "who believe that their desires for unreasonable pay or benefit increases can be obtained by illegal methods are sorely mistaken, and they will find determined opponents in all branches of Government, myself included." Noting that controllers are well paid and already have the right to organize and negotiate, Cannon, along with Senator James Exon, urged the incoming administration to address the legitimate grievances of controllers. But he also called on the Departments of Justice and Transportation "to enforce the law and see to it that illegal methods result in punishment and not gain." Cannon was joined by other members of Congress in denouncing illegal job actions. Senator Nancy Kassebaum, who is expected to take over the chairmanship of the Senate Commerce Committee's Aviation Subcommittee in January, predicted that "an illegal strike would severely damage" the reputation of controllers "and do nothing to enhance their cause." Senator Ted Stevens added that it also "would result in a backlash, not just against air traffic controllers, but against all Federal employees, which would have long-lasting and adverse effects."



Peru, Canada Jobs Open

The International Civil Aviation Organization has a three-to-five year assignment open in Lima, Peru, and a two-year job available in Montreal. Gross Salary for both jobs is \$29,940 with a tax-free net of \$20,209 to \$21,756. The Lima job also has a cost-of-living allowance of \$8,534 to \$11,443. Applications for both positions are due in API-19 by January 19. Information about salary, duties, qualifications, applications and benefits is available at personnel offices.

More Retirees

Space restrictions in last week's Intercom forced us to drop the names of four recent Headquarters retirees. They were Anslem Tibbs of Aviation Standards, Wayne Sprague of the Airworthiness Office and Alvin Harris and Dorothy Butler of Metropolitan Washington Airports. Sorry about that.

DCA Has New Boss

Augustus A. Melton, Jr., a top staff member of Metropolitan Washington Airports (MWA), has been named Manager of Washington National Airport. He succeeds Hugh Riddle, Jr., who has been promoted to Deputy Director of MWA. Melton has been with the agency for 10 years, specializing primarily in the airports operation and safety areas. As manager, he will be responsible for the day-to-day operations of the airport and will supervise 240 MWA staffers. A Howard University graduate, Melton currently lives in Washington.

Retirees in the News

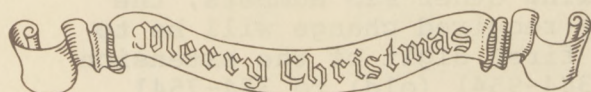
FAA retirees have been getting in the news lately. For instance, Earl Ginyard, who retired from the Office of Civil Rights six years ago and was an Eastern Region air traffic type before coming to headquarters, has been named a Washingtonian of the Year by the *Washingtonian Magazine*. He was cited for working with the school system and establishing links with various government agencies, including FAA, and businesses. Earl Davis of McLean, who was a contracting officer with Logistic Services until January 1980, won a local contest by writing the best essay on "What I Would Do With a Million Dollars." Davis said he would establish a charitable foundation. He also put his money where his mouth was by saying that if the contest sponsor took his advice, he would donate the \$1,000 contest prize to the foundation. This he's going to do.

Christmas Display on

In a contest sponsored by the International Civil Aviation Organization (ICAO), children throughout the world were asked:

- What kind of image does international civil aviation evoke?
- Has the airplane become a familiar, peaceful, and beneficial symbol?

The winning drawings that answer these questions are on display in the FAA Headquarters lobby through January 16. FAAers are encouraged to bring their own children to see this fascinating collection.





U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

The News in Brief

Forget what you read in this space last week about Andrew L. "Drew" Lewis being a private pilot. The Republican nominee for Secretary of Transportation has logged some flight time as a student pilot, but close aides say the press of business and politics have kept him from earning his private ticket. However, as previously reported, he does own an airplane and both his wife and son are active pilots. Nothing like getting off on the wrong foot with the new boss.

● Despite all the rhetoric about an overblown Federal bureaucracy, the number of civilian workers on Uncle Sam's payroll has actually declined over the past decade. The Washington Post noted recently that the Federal Government had 1,987,000 permanent employees in 1970 but only 1,866,800 as of September 1980, in spite of significant growth in the size and complexity of Government programs. The Post attributed some of the job drop-off to the post-Viet Nam reductions in Defense Department civilian employment but added that "throughout the decade, there has scarcely been a period in which some sort of hiring limitation was not in force." ● The agency will hold its second annual commuter airline symposium January 15-16 at the Sheraton National Hotel in Arlington, Va. Administrator Bond said the meeting will provide an excellent opportunity to review the significant (See page 2)

Minorities and Women Hiring Record Improved

FAA is making steady progress in hiring minorities and women. In the eight job categories that account for 80 percent of the agency's work force, FAA is doing better than the percentage of minorities and women government-wide and has a better record than the private sector for equivalent job categories. These findings are a result of a comparison among FAA's employment figures for September 30, the non-military government-wide occupational statistics for November 1979, and the relevant labor market data from the 1970 U.S. census, which comprise the most recently available sources. The findings show that minority men are better represented in FAA than in the private sector as engineers, engineering aids, electronics technicians, computer programmers, aviation safety inspectors and wage grade employees. And, except for the last category, FAA tops other government agencies as well. Employment of minority women in FAA is as high or higher than in the private sector for computer programmers, engineers, engineering aids, and secretarial/clerical workers, and it does as well in a couple of other categories. As for women in general, however, FAA does better than the private sector only in computer programming and aviation safety inspection. Since virtually all traffic controllers work for the FAA, there was no basis (See page 2)

Briefs (From page 1)

safety gains recorded by the commuters during 1980. Through the first 11 months, fatal accidents were down from 13 to 7 and fatalities from 69 to 25 when compared with the same period in 1979. The contact point for persons wishing to attend is John MacKinnon, ASF-320. His number is 202/426-6204. ● All but one of the top five best-selling turbojet transports currently in service around the world are Boeing aircraft, according to the latest Exxon survey of turbine-powered airplanes operated by the world's airlines. As of June 1980, the top five aircraft were the B-727 (1,560 in service), DC-9 (856), B-737 (593), B-707 (493), and B-747 (420). Altogether, the survey showed 5,756 turbojets in service worldwide, plus another 992 on order. The USSR's Aeroflot was not included in the survey. ● The agency's newest TRACON was dedicated at Spokane International on December 11. Staffed by 34 controllers, it is expected to handle 132,000 aircraft operations annually at Spokane International, Felts Field in Coeur d'Alene, Idaho, and Fairchild AFB. The new radar facility replaces one previously located at the Air Force facility. ● A new, long-range surveillance radar has been commissioned at Middleton Island in the Gulf of Alaska, helping to close the radar gap between Anchorage and Seattle. The gap is expected to be entirely closed when the Canadians install a long-range radar at Sandspit, British Columbia, next year and FAA commissions a similar one on Biorka Island, near Sitka, in 1982.

Minorities (From page 1)

of comparison with other employers when it came to that job category. Currently, 7.5 percent of controllers are minority men and only 1.3

percent minority women. Women, in general, account for 6.3 percent of the total controller work force. However, FAA has designed special emphasis programs to increase these percentages, and partly because of them, the agency has about 700 more minority members and 600 more women in full-time ATC jobs than in 1975. These special emphasis programs will be expanded by about 25 percent during the next fiscal year so that employees entering the ATC system through these programs will represent an estimated 18 percent of the new ATC specialist hires.

FAA to Test New Flame - Resistant Material

Early, next year, the FAA Technical Center will begin testing a new flame-resistant material for aircraft interiors that could further reduce post-crash fire hazards and lengthen passenger evacuation time in survivable accidents. Known as "polyimide resilient foam," the spongy, lightweight material resists ignition up to 800 degrees Fahrenheit and even then only chars and decomposes. Another advantage is that no toxic fumes are emitted until the ignition point is reached. The new polyimide foam has been suggested as a replacement for the polyurethane, which presently is used in aircraft seat cushions and which represents the largest amount of flammable material in airline passenger cabins. The FAA tests will be conducted in cooperation with the National Aeronautics and Space Administration, which sponsored the development of the new material. NASA will provide four polyimide double seats which will be mounted in a C-133 cargo plane fuselage that has been modified to resemble typical large jet transports. The C-133 then will be subjected to test fires representative of those that might occur in actual accidents.

The Season to be ...Careful

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

Controllers Involved in Flight Save With Twist

Controllers at Dallas' Love Field recently were involved in a flight save with a twist. It wasn't until after the troubled plane landed safely that they learned they had been helping three kids fly a stolen plane. When the tower asked the pilot where he was going before takeoff, he seemed confused but finally indicated that he was VFR and flying south. The plane was later observed flying northwest, but then it was seen turning south and was dismissed. But like a bad penny it popped up again as "unknown traffic" for another plane. And a little later it popped up again asking for landing instructions. During two unsuccessful approaches, the pilot appeared disoriented and unable to control his aircraft. The flight was then taken in hand by controller Don Elfer, who continuously instructed and advised

the pilot about his position, his altitude and attitude. On the third controlled attempt, after all taxiways and run-up areas in the vicinity had been cleared, the pilot landed safely. The aircraft was held on the runway, and security found that none of the three juvenile occupants had pilot licenses or even student certificates.

Order Cancelled

The Office of Airport Planning and Programming (APP) is cancelling obsolete Order 5100.6A, Appalachian Regional Development Act of 1965 - Supplementary Grants for Federal-Aid Airport Program Projects, dated December 11, 1968. The cancellation will appear in the next issuance of the directives checklist.

AIA Jobs Open

FAA's Office of International Aviation is seeking qualified experts for positions in Caracas, Venezuela. They are: AIA-80-789, Electronic Technician-Avionics, FC-856-10 (GS-13), closes January 5, 1981; AIA-80-797, Airspace Systems Inspection Pilot, FC-2181-11 (GS-14), Closes December 29, 1980; AIA-80-758, Electronic Technician-ILS, FC-856-10 (GS-13), closes December 29, 1980; and, AIA-80-787A, Electronic Technician-VOR, FC-856-10 (GS-13), closes January 2, 1981. Applicants should forward an SF-171, "Personal Qualifications Statement," and current DOT Form 3430.1, "Performance Evaluation Record," directly to: Employment Branch, APT-150, FAA, 800 Independence Avenue, S.W., Washington, D.C. 20591. Employees interested in jobs that close soon, may send telegrams expressing interest.

Safety Courses Offered

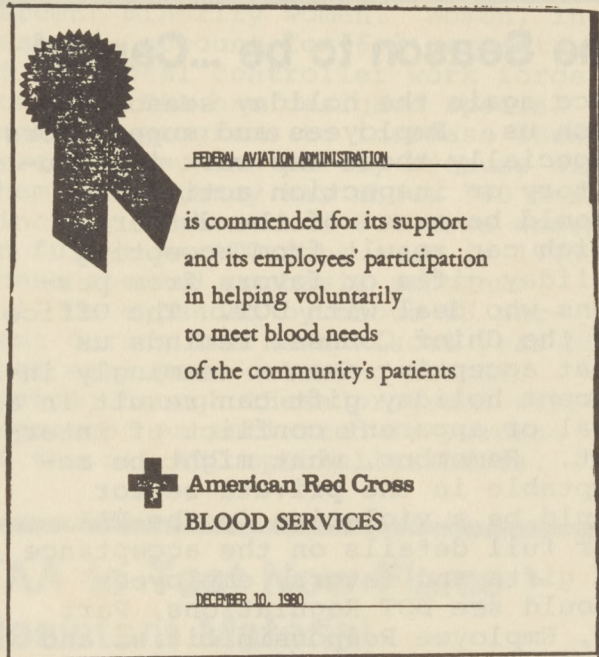
For employees seeking professional competence and advancement in the safety profession, the University of Southern California offers three safety courses in the Washington, D.C. area:

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

Classes are now held in the Crystal City complex in Crystal Plaza Building No. 6, accessible by Metro. Ample free parking is provided in the basement. Classes run from February 2 thru March 27, 1981, 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.

Christmas Display Begins

The annual display of blooming poinsettias, Christmas greenery and creative decorations presented by the U.S. Botanic Garden began last week and will continue through the Christmas holidays. A winter village featuring Santa's workshop, a 25-foot christmas tree and unusual wreaths grace this year's display in the Botanic Garden, which is located just a few blocks from FOB 10A, at 1st Street and Maryland Avenue, S.W.



THIS IS THE BLUE RIBBON award presented to the agency by the American Red Cross, but the real thanks for blood comes from the recipients of the blood donated by FAAers. Results of the most recent blood drive were particularly good, and Aviation Medicine hopes employees will continue to support this vital community service.

Ice Rink Open Again

The National Sculpture Garden Outdoor Ice Rink is open for business again on the Mall. Located midway between the Hirshhorn and the Archives, the rink offers three special lunchtime skating sessions beginning at 11, 12:15 and 1:30. Admission is only \$1.25 for these sessions with rental skates available for just under a dollar. Now, it is possible to squeeze in some quick skating during a regular 30-minute lunch period but you need to move fast or take some annual leave so you can fully enjoy the one-hour sessions. You probably have some "use or lose" time to kill anyway.



U.S. Department
of Transportation

Federal Aviation
Administration

Headquarters Intercom

Briefs

The Technical Center will be the site of two major public meetings early next year. First, the agency will host a public workshop there Jan. 7-9 to discuss new concepts of aircraft separation that would give pilots more freedom in the national airspace system and reduce the demand on the existing ATC system. This is one more effort in a program started in 1978 to get the public more involved in shaping the airport and airway system of the future. Then, Feb. 18-19, FAA will sponsor a conference on the use of anti-misting jet fuels to prevent post-crash fires in otherwise survivable accidents. FAA and NASA are working with the United Kingdom in the development of an anti-misting jet fuel additive, known as FM-9, and the conference will focus on the work completed to date. o Highlight of the Aero Club of Washington Wright Dinner held earlier this month was the presentation of the Wright Trophy to Olive Ann Beech. She was the first woman ever to receive the trophy and was cited for "five decades of outstanding leadership in the development of general aviation." The trophy is awarded annually for "service of enduring value to aviation." The last FAAer to receive it was Administrator John Shaffer, who was honored in 1972 for "his outstanding leadership of the worldwide operations of the FAA..."

Because grass landing strips often blend in with surrounding terrain and are difficult to find from the air, (See page 2)

Secretary Approves SES Performance Awards

Seventeen FAA Senior Executives have received performance awards. These awards, which are approved by the Secretary of Transportation, range from \$5,000 to \$10,000 and were made under provisions of the Civil Service Reform Act to recognize excellence in performance by career executives in the Federal Service. The agency recipients of the first Departmental Senior Executive Service Performance Awards are: Paul Baker, Director, Central Region; Joseph Del Balzo, Director, FAA Technical Center; Edwin Harris, Superintendent, FAA Academy; Ernest Keeling, Director, Office of Accounting; Walter Luffsey, Associate Administrator for Aviation Standards; Homer McClure, Deputy Director, Western Region; Leonard Mudd, Deputy Director, Office of Airport Standards; Clinton Murphy, Chief, Airway Facilities Division, Eastern Region; Norbert Owens, Chief, Air Traffic Division, Eastern Region; Leland Page, Chief, ATC Automation Division, Systems Research and Development Service; William Plissner, Director, Office of Budget; Martin Pozesky, Deputy Director, Systems Research and Development Service; Thomas Protiva, Chief, Air Traffic Division, Southern Region; Harvey Safeer, Director, Office of Aviation Policy and Plans; Gerald Thompson, Director, Airway Facilities Service; Raymond Van Vuren, Director, Air Traffic Service; and Charles Weithoner, Associate Administrator for Administration. (See page 2)

Briefs (From page 1)

the agency is developing a low cost lighting and marking system for unpaved runways. The system was developed at the Tech Center and is currently being tested at several New Jersey, Maryland and Pennsylvania airports. Tech Center engineers are also anxious to have the system tested in other states and letters explaining the system were recently mailed to all state aviation directors.

Awards (From page 1)

The Secretary, in approving these awards stated, "Those individuals who did receive a bonus have my congratulations and the congratulations of the Department for their contributions and accomplishments as career civil servants." Performance appraisal and recommendation for awards for FAA executives were initially reviewed by the FAA Performance Review Board. Performance Appraisals for members of the Administrator who made the final recommendations to the Secretary. A Departmental Review Board, which included an executive from the Office of Personnel Management, reviewed all proposed performance awards within the Department of Transportation.

New NY/DC Service Set

New York Air, a new airline formed to provide shuttle service between New York and Washington, made its first flight on December 19 after a five-day delay in getting an operating certificate from the FAA. The delay was the result of deficiencies in the maintenance and operating programs submitted by

New York Air, a subsidiary of Texas Air Corporation, in its application for the certificate. The agency, which issued the certificate on December 18 after the deficiencies had been corrected, also announced that it is proposing to change its regulations to prevent New York Air from flying more than its allotted share of flights into Washington National Airport.

DARC Passes Tough Test

The agency's new backup for the enroute computer system had its first prolonged operational test earlier this month, and it came through with flying colors. The Direct Access Radar Channel (DARC) was turned on at the Chicago Center, at 9:00 p.m. Friday, Dec. 5, and it was used continuously by the entire Center until around mid-day Dec. 7. DARC has been on a 60-day operational test since Oct. 26 at the Chicago and Washington Centers, but up until the 39-hour test at Chicago it has been used only for short periods when traffic was light. (The one exception, reported earlier in INTERCOM, was when it was pressed into unplanned service for more than five hours at the Washington Center during prime time.) The prolonged test at Chicago proved, among other things, that DARC is reliable and that controllers can use it to handle heavy traffic without a hitch. In fact, controllers at Chicago indicated they preferred DARC to broadband radar as a backup. If everything continues to go okay, the Chicago, Washington and Salt Lake Centers will be commissioned in early February. The remaining 17 Centers are scheduled for commissioning by next summer. •

Jax Center is Sprint Champ

Although the Jacksonville Center ranks ninth among enroute facilities in total aircraft operations, it has a higher traffic peak than any other center. And Albuquerque, which ranks 16th overall, is a very close second when its traffic is counted for a peak minute. According to FAA's Associate Administrator for Policy and International Aviation, Dr. Bill Wilkins, the workload pattern for the centers looks very different on a minute basis than it does on an annual or daily basis. Speaking at a recent FAA briefing on the computer replacement program, Dr. Wilkins said: "Today, Jacksonville holds the honor of having the busiest minute with Albuquerque not far behind. At their busiest, each have about 750 aircraft under control in their airspace. Chicago has 525 aircraft and Cleveland has 430 aircraft... The Chicago and Cleveland centers' activity may be compared to a marathon in requiring high endurance from the system, while Jacksonville and Albuquerque may be more like a sprint." Dr. Wilkins cited the results of FAA's first "Instantaneous Airborne Count Forecasts" which indicate that Jacksonville will remain number one in this category over the next decade with 945 aircraft aloft at its busiest moment in 1991. However, Houston is expected to vault into second place with its instantaneous traffic count jumping from the present level of 550 aircraft to 900 in 1991. Dr. Wilkins noted that these traffic peaks must be a major concern in sizing the computer system that will replace the IBM 9020s in the centers.

Fuel Saving Planned For Northeast U.S.

Passenger jets in the Northeast Corridor will be climbing to higher altitudes earlier in their flights and staying there longer as part of an agency plan to conserve fuel by streamlining ATC procedures on the Washington-New York-Boston air routes. Administrator Bond said the new procedures, which were devised by the Eastern and New England Regions in cooperation with industry, are expected to save an estimated four million gallons of aviation fuel annually when fully implemented. Maximizing the time jets spend at high altitudes saves fuel because jet engines operate more efficiently in high, thin air. Other fuel-saving procedures include elimination of circuitous routings wherever possible, route changes to eliminate bottlenecks and the modification of some speed restrictions. Most of the changes in the New York area will not be made until after the new Terminal Radar Control Facility there becomes fully operational early next year. Other changes that require regulatory or budgetary action probably won't be implemented until late 1982 or early 1983.

Consumer Program Set

The agency's new consumer program goes into effect this month. Developed in response to an executive order issued by President Carter last year, the program encourages increased consumer participation in FAA policy making and other agency activities. At the same time, it is also intended to encourage FAA policy makers to consider the consumer viewpoint. Among other things, the program calls for additional informational materials designed for consumers, improving complaint handling and offering specialized training for both agency employees and consumers.

Some Like It Hot, But

The Presidential Order on Emergency Building Temperature Restrictions as published in the Federal Register on July 5, 1979, remains in effect. Thus, GSA will be trying to "heat" all of us to only 65° F this winter. So, should the temperature in your office fall below 65° F, don't beat on the pipes. Instead notify the Building Manager's Office on Ext. 63340; if that doesn't work, call ALG-235 on Ext. 63915. A limited number of recording thermometers are being used by FAA to help GSA catch the cold spots. In the meantime, GSA advises employees to wear sweaters.

SciFi Coming to NASM

A series of science-fiction films will be shown at the Air and Space Museum early next year. Films will be presented in the museum auditorium. Admission is free. Scheduled for January and February are:

DARK STAR--January 16--Directed by John Carpenter, this tongue-in-cheek space adventure stars Carpenter and Dan O'Bannon.

FORBIDDEN PLANET--January 30--In the year 2250, an inhabitant of a distant planet investigates an intelligence-expanding machine left behind by an advanced but extinct civilization. Based upon Shakespeare's *The Tempest*. Directed by Fred Wilcox and starring Walter Pidgeon and Leslie Neilson.

THE ANDROMEDA STRAIN--February 13--An extraterrestrial disease infects the Earth and threatens to become an epidemic. Based upon the novel by Michael Crichton. Directed by Robert Wise.

WAR OF THE WORLDS--February 27--Based upon the novel by H.G. Wells, this film is the cinematic remake of Orson Welles' famous radio broadcast. Produced by George Pal is his characteristically spectacular style. Starring Gene Barry.

Library is Growing

In case you once couldn't find exactly what you wanted in the FOB-10A library a month ago, all is not lost. It may be there now. The library's collection continues to grow. In October, the last month catalogued, the collection grew by about two dozen items. Included was the latest on human powered flight, initial navigation systems and laser beams. The Royal Aeronautical Society's latest conference on human powered flight--the channel crossing--is now on the library's list. Also awaiting the intellectually curious are new works on feeder airlines, airports, airlines, optics, planning and labor problems, to mention only a few fields covered by new materials. However, librarians warn all users that volumes are sometimes listed before they actually arrive on the shelves. Still, the library promises that all the materials listed are definitely on the way.

