

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

Headquarters Intercom

The News in Brief

FAA expects to receive PATCO's contract proposals by mid-January and negotiations are scheduled to begin February 12 at a site still to be determined. FAA's negotiation team will consist of 13 members drawn from Washington headquarters and the field. It will be headed by Edward Curran, the agency's Director of Labor Relations. PATCO is expected to field about the same number with seven members drawn from various field facilities. The present three-year pact with the union expires March 14. The FAA technicians who install and maintain the nation's air traffic control/air navigation system may be asked early next year to choose between the Federal Aviation Science and Technological Association (FASTA) and the Professional Airways System Specialists (PASS) as their national bargaining agent or no union. The way for a nationwide election was cleared last month when the Federal Labor Relations Authority handed down a ruling that favored the PASS challenge (See page 2)

FAA, Airlines Post Banner Safety Year

On the big scoreboard, FAA had a banner year in 1980. During the year, the nation's flag, trunk and local service airlines had a record low number of fatal accidents. There was only one fatal crash. In that, 13 persons were killed. This is the lowest number of fatalities since 1933, when 17 persons were killed, and this year's record was achieved during a period when there was an airliner taking off somewhere in the country every six seconds. Administrator Bond summed it up when he said, "This is a record of which the airlines and the FAA can justly be proud." The nation's commuter airlines also had an improved safety record in 1980--25 persons killed in seven fatal accidents compared with 69 killed in 13 fatal accidents in 1979. The Administrator attributed the improved safety record posted by the commuter airlines, which have consistently had poorer records than the large airlines, to increased safety consciousness on the part of the airlines, stricter enforcement efforts on the part of FAA and more stringent operating, maintenance and equipment requirements put into effect by FAA in 1979. Preliminary figures for general aviation also showed a drop, (See page 2)



Briefs (From page 1)

to FASTA, which presently serves as the national bargaining unit for more than 7,800 AF technicians. PASS represents about 1,300 technicians but enjoys only local recognition. The election probably will be held in the spring, possibly in March. o Former PATCO president John Leyden has been named Executive Director of AFL-CIO's Public Employee Department. A one-time air traffic controller at the New York Center, Leyden served as PATCO's president for almost ten years before resigning last February. He rejoined the agency last fall and was assigned to the Air Traffic Service in Washington headquarters.

Safety (from page 1)

although slight, for 1980. There were 640 fatal accidents during the year, resulting in 1,280 fatalities, compared with 658 fatal accidents and 1,311 fatalities in 1979.

FAA & PATCO Lose Suits

A Federal judge in Chicago has dismissed an FAA suit against the Professional Air Traffic Controllers Organization and a counter suit brought by the union against the agency. Both actions stemmed from an alleged controller slowdown at Chicago's O'Hare International Airport last August. In dismissing the FAA suit, U.S. District Court Judge Milton I. Shadur essentially agreed with PATCO attorneys that Congress has vested exclusive jurisdiction over unfair labor practices in the Federal Labor Relations Authority. The judge noted that strikes against the Federal Government clearly are illegal under existing statutes and can result in the dismissal of

employees and criminal prosecution of unions and employees who engage in such activity. However, he added, "this court is not being asked to determine criminal responsibility. It is rather being asked to enjoin the conduct of a labor union that is an alleged unfair labor practice." The agency has asked the Department of Justice to appeal the judge's decision. Judge Shadur also dismissed the PATCO countersuit against FAA for lack of jurisdiction. PATCO had charged that controllers at O'Hare continually are pressured by supervisors to ignore separation standards and are subject to punishment if they don't comply. However, the judge found that the union's claims were speculative and conjectural and not supported by facts. PATCO has not decided as yet on an appeal.

Commuter Proposal Dropped

The agency has abandoned efforts to establish separate airworthiness standards for new commuter airliners after determining that the plan would save manufacturers only a negligible amount of money. FAA said that much of what it had hoped to gain under the proposed new FAR Part 24 could be achieved by amending the present airworthiness standards for large transport aircraft (FAR Part 25). The changes would provide less rigorous standards for commuter aircraft, while not degrading standards for heavier airliners in any way. The idea was first proposed by the agency in December 1978 and was the subject of extensive public hearings.



New Bill Alters Retirement Figures

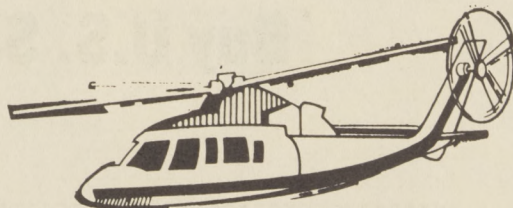
President Carter recently signed a bill, PL 96-499, that gets rid of the "Look Back" provision used in computing retirement annuities. Another change establishes a prorating system for figuring a new retiree's first cost-of-living adjustment. Essentially, the "Look Back" provision increases the annuities of new retirees for inflation that occurred before they retired. For example, employees who retired between September 1 and January 18, receive the 7.7 cost-of-living adjustment that went into effect September 1. After January 18 the "Look Back" feature will be discontinued. There also is a change in the method of figuring the way a new retiree's first cost-of-living increase is calculated after retirement. Since the semi-annual cost-of-living adjustments are intended to compensate for inflation that occurred in the preceding six months, employees will have to be off the payroll for almost the entire six months to get the full benefit. Otherwise, their initial increase will be computed on a prorated monthly basis. This change begins with the cost-of-living adjustment scheduled for March 1 and affects all new retirees, whether they retire before or after January 18. For example, those retiring in January will get one-third of the March 1 increase and those retiring in February one-sixth. In spite of these changes, the Office of Personnel Management (OPM) cautions that because of the multiple factors involved, each employee must determine independently if retirement before January 18 is advantageous.

Ice Still Kills

Ice is still a killer, and the National Transportation Safety Board doesn't want pilots to forget it. In issue No. 12 of its 1979 "briefs" of general aviation accidents, the Board warns, "While advances in design...have reduced the hazards of ice in general aviation flying, they have by no means been eliminated." To underscore the warning, NTSB cites the crash of a modern, sophisticated Cessna Turbo Centurion in which six persons were killed. In this case, the pilot was over mountainous terrain and could not climb because of the ice. Her last transmission was, "We're having problems with ice." With this pathetic transmission remembered, the Board's last warning: "Never take icing control for granted" carries real weight.

Jobs Open

The International Civil Aviation Organization has two-year openings in Mexico for a Spanish Language Officer, and in Montreal for a Russian Language Officer. Salary for these jobs is \$23,910, with a tax-free net of \$16,968 to \$18,193. Applications are due in API-19 by February 6. There also is a position open in Montreal for a Conference and General Services Section Chief that pays \$29,940 with a tax-free net of \$20,209 to \$21,756. Applications are due in API-19 by January 9. Additional information is available in servicing personnel offices.



Weather Explained

All employees are invited to "Weather Radar," a presentation to be held in the third floor auditorium on January 13 at 1 p.m. FAAers actively engaged in flight operations should be particularly interested in the presentation, which is being given by Archie Trammell, Vice President and Executive Director of the Aircraft Owners and Pilots Association (AOPA) Air Safety Foundation. The weather presentation will take about four hours and will include the theory of weather radar, how it works, how to operate the equipment, what to look for and how to obtain a proper preflight briefing when using weather radar.

Buildings Near Completion

Things are beginning to swing in Southwest Washington. The buildings that FAAers have watched being constructed for the past several years are nearing completion. The Holiday Inn on the corner of 6th and C streets is scheduled to go into full swing this month. All 529 rooms will be ready for occupancy by the 18th, and the various restaurants and bars not already open will be in business by the middle of the month. This includes the appropriately named Flight Deck Lounge. Altogether, there will be three new eating places: The main Smithsonian Dining Room, the sidewalk cafe which is entirely indoors and the coffee shop.

Stars at Noon

"Noontime with the Stars" will be given at noon indefinitely at the Air and Space Museum. Visitors to the show will see the seasonal constellations and locations of the Moon, Mercury, Venus, Mars, Jupiter and Saturn projected on the 70-foot dome of the Spacearium. It is recommended that visitors arrive five minutes early, as the doors close promptly at noon.

FEW Sponsors Talk

Child care and sexual harassment will be the subject of talk by Kristine Iverson, who is the legislative assistant to Senator Orrin Hatch (R., Utah), at noon on January 13. The talk, sponsored by the Southwest J.C. Chapter of Federally Employed Women (FEW), will be held in Room 6A&B, FOB-10A.



For the long haul.



50

THE UNITED STATES OF AMERICA

50

Buy U.S. Savings Bonds.



U.S. Department
of Transportation

Federal Aviation
Administration

Headquarters Intercom

The News in Brief

Aviation Week has included five FAA employees among 35 individuals who the magazine said made "significant contributions to aerospace in 1980." The five were cited in the January 5 issue of the magazine as follows: "Edward Ellenberger, who as supervisory air traffic controller at the FAA air traffic control system's command center in Washington took the initiative to expand on a national basis the fuel-saving flow control system started earlier at O'Hare Airport in Chicago. Sid Wugalter, then chief of the center, backed up the grass-roots move and got the system formally approved. Also C.O. Reasoner and Sabe Conely, former and present Ft. Worth air route traffic control center chiefs, and Ralph Kiss, Denver center chief, for pioneering the traffic metering and spacing system being adopted at other centers that promises average fuel savings of 650 lb. a flight by reducing holding times at low altitudes." • The agency has scheduled a public hearing in Washington, D.C., for February 3 and 4 on its proposed rule to clarify the exemption procedures for issuance of airman medical certificates. The proposal also would revise the medical standard for applicants who have a history or clinical diagnosis of heart diseases. The FAA action was taken in response to a recent Federal court ruling that FAA did not have the authority under current regulations to impose certain (See page 2)

Six Picked for Top EEO Awards

Six FAAers have been selected to receive Awards for Excellence in Equal Employment Opportunity. This is the highest agency award for EEO achievement and may be granted only by the Administrator. The six regional employees are expected to receive their awards in person from Administrator Bond on January 15 at 2 p.m. in the headquarters third floor auditorium. Being honored are: Southern Regional Director Louis J. Cardinali, who was cited for his extraordinary EEO commitment in all Southern Region activities; Robert J. Juarez, electronics technician, Western Region, who fostered EEO goals (See page 2)

N.Y. TRACON Joins System

The New York TRACON has gone operational in the new Charles A. Lindbergh Building in Hempstead, Long Island. The cut-over from the "Common I" at Kennedy International Airport was scheduled for 12:01 a.m., January 10, with an informal commissioning set for January 12. Construction of the \$25 million terminal radar approach control building was begun in January 1976 and completed in January 1978. FAA then began installation of the electronics equipment, but commissioning was delayed for more than a year because of the agency's concerns about emissions from a nearby resources recovery plant. That plant now is closed and won't reopen until adjudged environmentally (See page 2)

Briefs

(From page 1)

functional limitations--such as "not valid for pilot-in-command duties"--on medical certificates granted under exemption procedures. Originally scheduled for January 6 and 7, the hearing was postponed for a month to allow the public more time to prepare presentations. ● Rising fuel costs were primarily responsible for 1980 being the worst year financially in airline history. According to the latest Air Transport Association figures, the country's 40 major scheduled airlines had an operating loss of between \$150 and \$200 million last year. All told the industry's fuel bill for 1980 was about \$10 billion, compared with \$6.5 billion in 1979. This increase came despite the fact that total fuel consumption was down by about 500 million gallons. ● Boeing Aircraft Company last month sold its 1800th 727 Tri-jet, making it the most popular airplane in the company's history. Mexicana Airlines pushed the "two seven" over the 1800 mark with an order for four planes. In all, Boeing sold 353 jets in 1980, and that's the fourth best sales year in the company's history.

EEO Awards

(From page 1)

with perseverance in the Federal service and the community; Clinton A. Murphy, Chief, Airway Facilities Division, Eastern Region, honored for dedication in furthering EEO goals, particularly among technicians, mechanics and engineers; Elliot Reid, Jr., controller, Southern Region, cited for outstanding leadership of the National Black Coalition; John S. Romero, electronics technician, Western Region, largely responsible for the success of EEO program at the Los Angeles Airway Facilities Sector; and Mario Signorello, Proficiency Development and Evaluation Officer, Southern

Region, who was cited for dedicated and inspired work in minority recruitment and training for Southern Region Airway Facilities programs.

N.Y. TRACON

(From page 1)

safe. The new TRACON is equipped with an ARTS-IIIA system that has 44 displays, 91 keyboard stations and a track capacity of 1,200 aircraft. The ARTS-IA in the Common I had only 12 displays. Initially, the new facility will handle approaches and departures at the three major metro airports. Later, it also will take over operations at MacArthur, Westchester County and about 25 smaller airports in the New York City area. The 413 FAA employees staffing the facility include controllers, technicians and other support personnel. During its first year in operation, the facility is expected to handle an estimated 1.5 million aircraft operations.

Post-Retirement Life Insurance Available

Increased post-retirement life insurance protection is now available to eligible Federal employees under recently enacted legislation. Eligible Federal employees who retired after December 9 can elect to prevent the automatic decrease in their life insurance policy that occurs after age 65. Currently, life insurance is reduced two percent per month after age 65, down to 25 percent of the original face value. Under the new law, employees now can elect a lesser reduction, or no reduction at all by having premiums withheld from their retirement annuities.

Bond Says, "Well Done"

As a consequence of the outstanding safety record posted by the agency and the aviation industry in 1980, Administrator Bond last week sent the following telegram congratulating all FAA Flight Standards field inspectors: "I would like to personally thank every Flight Standards field inspector for the support you have shown in the last year for the enforcement program, implementation of our new Part 135, and the Flight Standards programs, in general. A measure of your efforts is reflected, I believe, in the safety statistics for the year just past. As you may be aware, the nation's flag, trunk and local service carriers had only one fatal accident in 1980 with 13 fatalities--the lowest since 1933. Commuter airlines and general aviation also showed significant improvements when comparing 1980 with 1979. This record is one of which each of you can be justly proud. Your dedication, knowledge, and plain hard work is in no small way responsible for the safety record. Let's don't, however, forget the challenges of the New Year; we need to guard against complacency, for a single slip can change our remarkable record."

Tech Center Plans Another New Building

The Technical Center expects to break ground early in 1981 for another new building. This time the new structure will be a \$10.3 million technical support facility to be constructed between the recently dedicated Technical building and the older, but still contemporary, Flight Operations building. The new building will replace 26 old structures, including warehouses, shops, offices and other support facilities.

It is the third phase of the Center's modernization program which began in 1963. Construction of the newest building will be financed, like the Technical building, through a bond issue. The building will then be leased to the Technical Center for a 20-year period at \$1.3 million annually. At the end of this period, FAA will assume ownership of the structure. The new facility will provide 43,500 square feet of warehouse space; 32,600 square feet of shops and storage; 12,800 square feet of office space and an additional 19,500 square feet of outside covered storage.

FAA Gets Presidential Energy Efficiency Award

Energy-saving measures, such as the installation of solar-powered facilities and marked reductions in gasoline consumption, have earned FAA "The President's Award for Energy Efficiency." The agency was cited for reducing energy consumption by 13.5 percent over a period of four years, 1975-1979. During that time, FAAers have saved energy in various forms, from auto and aviation gasoline to electricity and propane. Consumption of auto fuel, for instance, was reduced by cutting total mileage by 15 percent and concurrently increasing miles-per-gallon by 15 percent. The agency also has been a pacesetter in the development of special employee energy awareness programs.

Consumer Plan Available

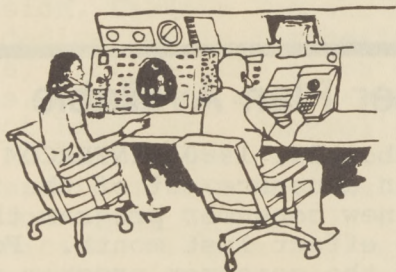
The December 29, 1980, INTERCOM carried an announcement of the agency's new consumer program that went into effect last month. For copies of the consumer program as published in the Federal Register, contact Fred Pelzman, APA-400, on 426-1960.

Metro Due Next Year

The date for the Seventh Street METRO line to go operational has been moved up from 1983 to late next year. Metro has now decided to open the section of the line from Gallery Place to the Pentagon and National Airport as soon as feasible. This happily is the section that goes by the FAA building and the section that will be used most often by FAA riders. When this section is opened, it will take only 10 or 11 minutes to ride from the local L'Enfant Plaza Station to the airport. The trip will be a relatively scenic one since the train will cross the Potomac over a bridge instead of going through a tunnel.

Exhibit Honors King

FAA headquarters is commemorating the 52nd birthday of Dr. Martin Luther King, this week with a photo exhibit in the lobby. The exhibit will depict the highlights of King's Civil Rights career which began with the Montgomery bus boycott, carried through the historic march on Washington, and culminated with his selection for the Nobel Peace Prize. There is currently a bill before Congress to make January 15, King's birthday, a national holiday.



Women in FAA News

The Federal Women's Task Force has held its initial meeting. The group discussed ways to further advancement and employment opportunities for all women. The ad hoc group was established by the Office of Civil Rights to work with the Federal Women's Coordinator to increase the representation and improve the employment of women in certain selective career fields. The task force's next meeting will be held January 19... Black women specifically will be honored during Black History Month, which is February, with a display to be set up in the lobby of the headquarters building.

DCA Tower to be Upgraded

Administrator Bond has approved a \$7 million program to upgrade air traffic control facilities at Washington's National Airport. The program would provide a new 525 square foot tower cab with improved visibility compared to the present 310 square foot cab. It also would provide new equipment and complete remodeling and redecorating of the existing TRACON and administrative quarters that would add about 1,400 additional square feet. A third element calls for installation of new heating and air conditioning equipment as well as another engine generator. Work would be completed in about 2½ years. Bond told Tower Chief Harry Hubbard that "conditions that controllers and technicians work under at National Airport are cramped and old fashioned and generally a disgrace..." Bond added that he was happy to get the refurbishment program underway before the change of Administrations, noting: "Overall, our agency has the best-motivated, best-trained and most efficient work force in the Federal government. I believe that you deserve the best working conditions, too, and the best tools with which to do your work."



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

The News in Brief

FAA has decided to defer action on a notice of proposed rule making that would have required certification of airports where commuter airlines provide the only commercial service. The agency said that public comments on the NPRM "indicate that our authority to issue a rule is sufficiently unclear and we should not proceed until the statutory basis for such a rule is clarified." FAA will ask Congress to look into the matter as part of its review of pending airport aid legislation. ● The Boeing Airplane Company is doing so well these days that it even has an order in hand for a made-to-order, World War II, B-17 Flying Fortress. But it doesn't look as if the deal will go through. The order from Joey Seppy of Poolesville, Md., was accompanied by a note from his mother pointing out that Joey is only 5½ years old. And she said he might have a hard time paying for the airplane since he only gets an allowance of 25 cents per week. ● The FAA office in Africa is moving January 29 from Monrovia, Liberia, to Dakar, Senegal. The move is being made because Dakar has become the center of aviation activity in western Africa and is the home of several international aviation organizations. The FAA office houses the agency's African representative, who doubles as a Flight Standards inspector.

Improved Commuter Facilities Proposed

In one of his final acts as FAA Administrator, Langhorne Bond announced plans for a five-year program to improve facilities at 127 commuter airports in the U.S. He unveiled the program at the agency's second commuter airline symposium on January 15. Bond said the program would begin in FY 1982 and cost an estimated \$160 million over the five-year period. The upgraded facilities would include precision approach aids--either ILS or MLS--visual approach slope indicators (VASI), other landing aids and additional safety improvements such as runway and taxiway extensions. The program is the result of an agency analysis, begun in early 1980, of safety facilities at commuter airports or those designated by CAB as providing essential service to small communities. FAA found that of the 674 airports in the U.S. (excluding Alaska) which had recorded passenger boardings, 425 (or 63 percent) already had or were slated to get precision approach systems. Those 425 airports handled 88 percent of all commuter airline passengers in the U.S. in 1979 and 99 percent of all commercial airline passengers. When the proposed five-year program is completed at the 127 designated airports, FAA estimates that more than 94 percent of commuter airline passengers and 99.6 of all commercial airline passengers would be served by airports with precision approach equipment.

FAA Seeks to Save Chicago's Meigs Field

FAA is firmly opposed to efforts to close Chicago's Meigs Field and will take legal action to keep it open, if necessary. In a January 13 letter to Chicago Mayor Jane Byrne, Administrator Bond said closing the general aviation field would "compromise safety and cut down capacity in the Chicago metropolitan system of airports." Bond noted that Meigs is important not only to Chicago but also to the nation and that the city is committed under various grant agreements to operate it as an airport at least until 1996. Bond said the agency will "exercise all its legal remedies to hold the city of Chicago to its obligation."

FSS Teams Save Lives

When Jacksonville Center radar could not locate a plane because of heavy rain, flight service specialists at the Tallahassee FSS stepped in. By using VOR radials and direction-finding equipment, the Tallahassee team located the single engine plane caught on top of a heavy overcast. The specialists then vectored the plane, carrying four persons, toward the one area airport not "socked in." When the aircraft was in the vicinity of the Moultrie, Ga., Airport, the Tallahassee specialists handed off to Albany FSS. The Albany team then lead the plane through the overcast, and it landed safely at the Moultrie airport. During the month of December, 225 flight assists were reported--83 by flight service stations, 405 by towers and 37 by centers. There were a total of 451 people reported on board the aircraft involved.

Better Planning Process Initiated

Administrator Bond has announced an improved comprehensive planning process for the agency that will replace the National Aviation System Ten-Year Plan and the National Aviation Policy Summary that were discontinued in 1977. The new process reflects the latest planning guidelines for Federal agencies established by Congress and the Office of Management and Budget, and it implements a DOT Order (5100.2) on the subject. Bond said an improved planning process is essential because of the increasing need for Federal agencies to produce maximum results from every dollar spent. The new planning process calls for careful examination of aviation needs for the next five and ten years and the development of alternative strategies for responding to those needs. Key ingredients are increased participation from the regional offices, the public and the aviation community. As part of that effort, the agency's strategic long-range plan will be published every two years. Copies of the new planning process (FAA Order 1800.13B, Planning and Resource Allocation) are available from APO-120 in Washington headquarters and from regional planning offices.

Specialist Jailed for Smuggling

An FSS specialist, Harold W. Carlin, from the Miami International Flight Service Station has been fired by the agency and sentenced to 18 months in prison for trying to smuggle marijuana into Florida. Carlin was found guilty by a U.S. District Court in December. He had been flying as co-pilot of an aircraft that dropped bales of marijuana over south Florida in May 1980. Reportedly, the DC-3 type aircraft was carrying 3,500 pounds of marijuana.

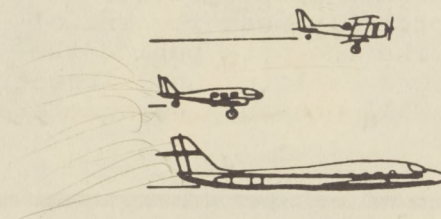
Study Defines Safety Needs

A new FAA study has concluded that the Government must spend at least \$16 billion on air safety improvements over the next 10 years just to keep pace with the growth of air traffic. Entitled "National Aviation System Development and Capital Needs for the Decade 1982-1991," the study predicts significant traffic gains during the 10-year period, despite rising energy prices and continuing economic ills. For example, civil aircraft activity is expected to jump 40 percent and air carrier passenger travel by 50 percent. Keeping pace with this increase will require an investment of \$8.5 billion on facilities and equipment and \$1.6 billion on research and development, the report states. Moreover, another \$6 billion in Federal funds must go into airport improvements during the 10-year period and, even then, as many as 14 major airports may have reached capacity limits by 1990. Consequently, the report adds, "We are clearly approaching a constrained system in high-density terminals where quotas or pricing mechanisms may be necessary to limit demand if the required capacity cannot be provided." Further information is available from APO-320. The phone is 202/426-8444.

ACE is Certification Region

The Central Region has been named the "Certificating Region" for light airplanes. This means that the region has the final authority and responsibility for the actual type certification of airplanes with takeoff weights of 12,500 pounds or less. The Central Region previously was designated the "Lead Region" for light aircraft and, as such, has been responsible for staff functions relating to type certification of these airplanes. The region will implement

a number of organizational changes to carry out its new responsibilities, including the establishment of an Aircraft Certification Program Office in Wichita, the light airplane capital of the world. FAA also has studies underway to determine if two other lead regions should be made certificating regions. They are the Southwest Region, which would take over the certification of helicopters, and the New England Region, which would take over the certification of small-aircraft engines. New England already is the Certificating Region for large-aircraft engines.



FAA Wants \$3.8 Billion

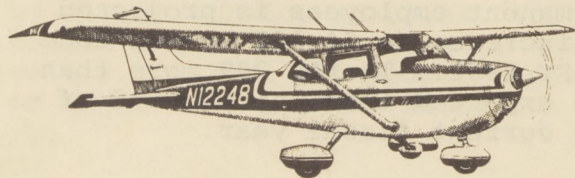
FAA is requesting \$3.8 billion to run the agency and its programs during Fiscal Year 1982. This is about six percent more than the FY 1981 figure. As usual, the big item is "operations," which means salaries among other things. That's \$2.5 billion. Other major items include airport grants (\$750 million), facilities and equipment (\$400 million) and research and development (\$95 million). The number of full-time permanent employees is projected to increase to 54,165 by the end of FY 1982. That's 209 more than the expected total at the end of the current fiscal year.

Another Area Park Being Built for Real

There's going to be a new sight to see or touch or smell across Independence Avenue from FOB 10A. It's a new minipark being constructed especially for the handicapped between the Arts and Industry and Hirshhorn buildings of the Smithsonian. Although the park, of course, will be open to all, it is designed particularly for the blind. All signs will be in braille. Also, vines, shrubs and trees in the park are being selected for their distinctive tactile qualities and their smells. All in all, the park will be a good place to visit after it is finished sometime this spring, probably near the end of May. Unlike the park behind the headquarters building on C Street, this one will probably be completed on schedule.

Lally and Hunter Honored

For conspicuous achievement in the development and implementation of a common strategy during hijackings, the FBI has presented special awards to Richard Lally, Director, Office of Civil Aviation Security, and John Hunter, (Acting) Chief, Air Operations Security Division. The strategy referred to has enabled the FAA and the FBI to work together with a unified command at headquarters and in the field during hijackings. The two prestigious awards were given to the FAAers during a surprise luncheon held in the FBI headquarters building last week.



APT Branches Merge

The Training and Career Development Branch, APT-130, and the Labor Relations Branch, APT-140, have merged and are now known as Labor Relations and Career Development Branch, APT-140. Lionel Driscoll, formerly of the Labor Relations Branch, will serve as chief of the new branch.

Awards and Rewards

The Office of Accounting presented a Quality Increase award to Rudolph A. Pettinato. Also, Special Achievement Awards were presented to Leon R. Blankenship, Joseph C. Flynn and Ellen M. Neel.

Double Eagle II on Display

The "Double Eagle II," the first balloon to cross the Atlantic Ocean, is on exhibit in the Air and Space Museum's balloon and airships gallery. The exhibit includes the gondola which carried New Mexico balloonists Maxie Anderson, Ben Abruzzo and Larry Newman on their historic flight and a 16-foot segment of the 11-story-high balloon envelope. The red and yellow gondola, inscribed with the names of friends and family of the balloonists, is constructed of steel tubing and foam with a fiberglass shell to keep it lightweight. Named the "Spirit of Albuquerque," it was painstakingly restored over the past year by museum craftsmen at the Paul E. Garber Preservation, Restoration and Storage Facility in Suitland, Md.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

The News in Brief

A Federal judge in Columbia, S.C., has sentenced two Cuban refugees to 40 years in prison each for hijacking a Delta Airlines 727 to Cuba last September 17. The hijackers, Crecencio Perez, 26, and Juan Adegá Fresnada, 26, were the last of 29 recent Cuban refugees who used gasoline and the threat of igniting it to hijack a total of 10 airliners to Cuba between August 10 and September 17. The hijacking occurred one day after the Castro government announced it would return or severely punish all future hijackers who landed there. Thus, on the morning after the hijacking, Cuba notified the U.S. that the hijackers could be picked up in the afternoon. An FAA aircraft was on its way to Havana by 11 a.m. and the hijackers were returned that evening to Columbia, where the hijacking occurred.

● A new pamphlet entitled, "An Introduction to the Office of Inspector General," is now available to all employees. The 22-page pamphlet explains the mission and activities of the recently formed DOT office. For a copy, contact J-10, DOT, 400 - 7th Street, SW, Washington, D.C. 20590. The FTS number is 8-426-4108. ● Acapulco is the scene and "Awareness" the theme of this year's edition of the Flight Safety Foundation's annual International Air Safety Seminar. Scheduled for Nov. 9-12, in the Mexican resort community, the conference (See page 2)

FAA Adopts Computer Improvement Program

The agency has adopted an 11-point program aimed at further strengthening and streamlining its management of the enroute computer system. Key points include more centralized control of system changes and enhancements, increased coordination between operational and maintenance elements and more frequent and comprehensive evaluations of system performance. Changes also are planned in procedures for reporting computer malfunctions to increase standardization, eliminate duplication and prevent any misinterpretation of data. In addition, the agency will proceed with efforts to identify organizational options for improving computer performance and an analysis of future manpower and skills requirements for both air traffic controllers and Airway Facilities technicians. It also will complete studies underway that are intended to extend the lifespan of the present computer system in the centers by such means as off-loading non-control and non-operational functions. Another major program item calls for FAA to begin next month with the commissioning of the Direct Access Radar Channel, or DARC, in the 20 centers. The agency expects to have the equipment on line at all 20 facilities by mid-summer, providing a computerized back-up for the primary (See page 2)

Briefs

(From page 1)

will focus on such topics as "Human Factors in Awareness," "Complacency - The Enemy," "ATC and Human Awareness," "Awareness on the Ground," "Awareness in Flight," "Monitoring the Flight" and "Advanced Technology vs. Man." Abstracts for papers to be presented at the seminar must be sent to the FSF before April 1.

● Stealing aircraft was more common but less profitable during 1980 than in previous years, according to statistics released recently by the International Aviation Theft Bureau. During the year, 241 airplanes, worth an estimated \$20.7 million, were stolen. This is a 49 percent increase over the number stolen in 1979. However, just about half of the planes stolen in 1980 have been recovered or located.

proposed computer enhancements and other changes that affect system stability or capacity. In addition, a separate ATF evaluation staff will be established to perform functional evaluations covering several regions at a time. Another organizational move involves merging the Air Traffic and Airway Facilities performance improvement programs to facilitate development of integrated priority and action plans and assure that resources are applied to the highest payoff items first. The FAA program represents the combined thinking of Air Traffic and Airway Facilities chiefs in each of the 20 centers, FAA regional management officials and Washington headquarters personnel. The agency expects to complete action on most items by the end of the year.

Computer Program (From page 1)

radar data processing system. FAA's Associate Administrator for Air Traffic and Airway Facilities, James Bispo, noted that FAA already has achieved significant gains in improving the reliability of its enroute computer system. "But regardless of this record," Bispo added, "we are left with the conclusion that no matter how well the system operates, it will never be good enough until there are virtually no random, unpredictable interruptions of service. Therefore, we have decided to take the initiative to determine what additional actions can and must be taken to assure continued and improved operation of the enroute automation system through the 1980s." Under the FAA program, Bispo's office (ATF) will assume greater control over the management of the enroute computer system. This will ensure top level consideration and critical review of

The Ins and Outs

The coming of the Reagan Administration has produced some top level changes at FAA headquarters. As previously announced, Langhorne Bond departed on January 20. His successor has not been named, but the job of Acting Administrator has been given to Charles E. Weithoner, the Associate Administrator for Administration. Other "Actings" are: Leonard "Chip" Mudd, acting Associate Administrator for Airports; John Wesler, acting Associate Administrator for Policy and International Aviation; Dennis Feldman, acting Assistant Administrator for Public Affairs; Albert Randall, acting Chief Counsel; Norman Plummer, acting Director of International Aviation Affairs.

Tech Center Simulates Future O'Hare Runways

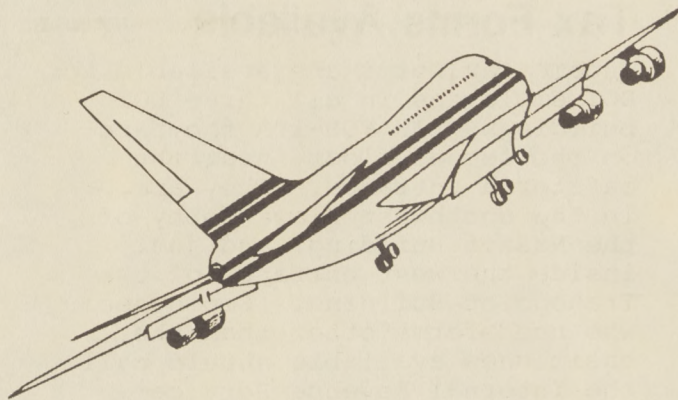
A remedy for growing pains being felt at Chicago's O'Hare International Airport is being sought at the FAA Technical Center in Atlantic City. Using the simulation capabilities of the Center's Terminal Automation Test Facility, FAA researchers have been trying to determine if three aircraft can be allowed to make side-by-side ILS approaches to three parallel runways in IFR weather conditions without vertical separation. To help answer this question, 12 air traffic controllers, each with recent experience in parallel runway operations, were brought in from the field to participate in the three-week-long test. Various scenarios were run during the test period, simulating different traffic situations at O'Hare. In some instances, the parallel runways were used for both landings and takeoffs and in others for landings only. Also traffic sample sizes were varied. Information compiled from controller questionnaire responses as well as computer data are currently being analyzed. A report on the simulation is due in March.

Freeze Effective Immediately

The freeze on hiring all outside personnel and limits on travel ordered by President Reagan are being implemented immediately by the agency. In addition to the hiring freeze, a critical funding shortage in the Operations appropriation makes it necessary for the agency to reduce, defer or curtail travel, equipment procurement, special maintenance projects, etc. Belt-tightening instructions were issued to all organizations on Monday, Jan. 23.

Nonessential Duties Barred for Flight Crews

FAA has issued its final rule barring airline flight crew members from engaging in non-essential duties during critical phases of flight. The new regulation, which becomes effective on May 18, prohibits crew members from such activities as ordering galley supplies over the company frequency while taxiing and during all phases of flight except cruise. The intent is to reduce the potential for an accident that can result when pilots are distracted from the business of flying the airplane. In another action, the agency has issued a supplement to a proposed rule that would allow it to use



Lewis is New Secretary

The new Secretary of Transportation, Andrew L. (Drew) Lewis, has been confirmed by the Senate. The Congressional vote of affirmation came after Lewis had been unanimously approved by the Senate Commerce Committee. Also confirmed by the Senate Commerce Committee was the new Deputy Secretary, Darrell M. Trent.

FAA's Boylan Stars in Women Aviator Film

Margaret K. Boylan, Chief of the Administrator's Administrative Staff, was featured last week in a Channel 26 film about the World War II Women Air Force Service Pilots (WASPs). Both moving and still pictures of Boylan were seen, and in a "voice over" sequence she told about life in the ferry pilot division of WASP. She recalled how women ferry pilots switched from one type of airplane to another, from a single engine trainer, a PT-19, to a B-25 multi-engine bomber and just went on flying. Also featured in the film were women pilots towing targets that were being bombarded by novice gunners.


Tax Forms Available

Income tax forms are available to DOT employees in all three DOT buildings. In FOB-10A they are on the second floor, near the cafeteria entrance. They are in the northwest Plaza lobby of the Nassif Building, and just inside the west entrance of the Transpoint Building. Employees who need forms other than the basic ones available should call the Internal Revenue Service Information. For Federal forms the number is 488-3100. For D.C. forms it is 727-6170; for Virginia forms (804) 257-8205 and for Maryland forms 277-3616.

Van Allen to Speak

Dr. James A. Van Allen, discoverer of the Van Allen Radiation Belts, is scheduled to speak at the Air and Space Museum at 7:30 p.m. on January 28. Subject of his talk, which is the fourth annual Von Braun lecture, is "The Magnetospheres of the Planets." The talk will cover the early as well as the latest investigations, including Voyager 1's encounter with Saturn this past November.



The 
BLOODMOBILE
is
Coming!!!

Date: TUESDAY, FEBRUARY 3 AND WEDNESDAY, FEBRUARY 4

Time: 9:30 A.M. - 3:30 P.M.

Place: ROOM 109 - FIRST FLOOR - FOB-10A

AMERICAN RED CROSS

FAA INTERCOM is published weekly for employees of the FAA/DOT by the FAA Office of Public Affairs...Editor, Ted Maher...Production Assistant, Annie Haynes...APA=300

--APA-300...



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

Headquarters Intercom

Louis J. Cardinali

Southern Region Director
Louis J. Cardinali died January 28 two weeks after suffering a massive stroke while speaking before the Second FAA Commuter Airline Symposium in Arlington, Va. He had been the Southern Region's director since September 1979. Early this year he received an award from outgoing Administrator Bond for his "extraordinary commitment" to the Equal Employment Opportunity program throughout the region. He began his agency career as an Airways Engineer with CAA/FAA's Eastern Region in New York in 1950, after receiving a Bachelor's Degree in Engineering from Manhattan College. He served in engineering and supervisory engineering positions until June 1963 when he became Assistant Chief, Systems Maintenance Division. He became Assistant Area Manager for New York Area in 1965; the Regional Appraisal Officer in 1969; Chief, Airports Division in 1973; Deputy Director in 1976; and Acting Director from January to September of 1979. In lieu of flowers, friends are being asked to contribute to the National Kidney Foundation, 2 Park Avenue, New York, New York 10016.

FAA First to Greet Hostages

"You have just entered the United States of America. On behalf of the Boston Air Route Traffic Control Center and the entire Federal Aviation Administration, we wish to welcome you home and thank you for a job well done." These were the first words the 52 former hostages heard after first entering American airspace last week. The words came from the Boston En Route Center and were spoken by controller Frank Bednarz, who, seated in a crowd of cheering, excited controllers, was handling "Freedom One" on this historic flight. The greeting was followed by a tape of "America the Beautiful." Both were broadcast, at the controller's request, over the plane's P.A. system and heard by all aboard. The FAA greeting was a joint effort by all Center employees. It had been dreamed up by the controller force the morning of "the 52" arrival. Particularly helpful in the planning were Robert Desmond, Assistant Chief in Charge, and Assistant Chief Jack Byrnes, who had worked with one of the former hostages while serving with a Civil Aviation Assistance Group in Tehran.



The News in Brief

The Super Bowl in New Orleans and a construction equipment exposition in Houston generated a record busy day for the Houston En Route Center on January 26. In all, there were 6,725 operations on that day. The previous record high was 6,365 operations set on March 19, 1980.

● Wake turbulence from a Boeing 727 caused the July 25, 1980, crash of a commuter flight at Philadelphia International Airport, the National Transportation Safety Board has concluded. The two-man crew and a single passenger were killed when the plane rolled and crashed nose first about one-half mile from the runway threshold. The Board said the pilot of the 10-seat Piper Navajo had accepted a VFR clearance and failed to maintain proper separation which is the pilot's responsibility when accepting a visual clearance or instructions to follow an aircraft. ● For his pedal-operated planes, Paul B. MacCready of Pasadena, Calif., has been named Inventor of the Year by the Association for the Advancement of Invention and Innovation. His "Gossamer Condor" was the first successfully flown person-powered plane. It is now on permanent display in the Air and Space Museum. His "Gossamer Albatross" was the first and is still the only person-powered plane to cross the English Channel.

ATC Game Plan Scores

The Raiders may have upset the Eagles in New Orleans on Super Bowl Sunday, but there were no upsets in air traffic control, thanks to five months of planning by FAAers at Moisant and Lakefront airport towers. Moisant Chief Herman Reyenga and Lakefront Chief Peter David met regularly, beginning in September, with airport managers, airline and fixed base operator representatives, city officials and others to anticipate and prevent difficulties which have arisen at past Super

Bowls, such as crowded ramps, taxiway jams and scheduling conflicts. During the critical, busy and often hectic period, the elaborate plans paid off. There were no accidents and only one minor incident--a light plane hit a taxiway light at Moisant. During the critical period, the maximum delay was one hour, compared to four-hour delays at the time of the 1978 Super Bowl. Controlling the record traffic generated by the game required 22 controllers in the Moisant Tower and TRACON on Sunday night, compared to a normal work force of nine. At Lakefront, a "traffic light" was set up on the taxiway leading to the active runway, aircraft were assigned rotating numbers for their clearances and Chief David worked the field in a patrol car, communicating with the tower by radio to coordinate orderly takeoffs and landings.

Good Life Insurance News

Based on a change in the law governing the Federal Employees' Group Life Insurance (FEGLI) program, basic regular insurance coverage will increase for eligible employees under age 45 at no additional cost. In addition, the law will also allow all employees to purchase additional optional insurance and buy life insurance to cover family members. An open season is scheduled to be held throughout the month of March. Additional information and rate information will be distributed as it becomes available from the Office of Personnel Management.



Ozones to be Tracked

In March, FAA, NASA and Northwest Airlines will begin looking at the data fed back to earth by NASA's Nimbus 7 satellite to see if that information can help airliners avoid high concentrations of ozone. Ozone is a naturally formed gas that forms a protective layer for the earth against potentially harmful radiation from the sun. However, heavy concentrations of it also can cause shortness of breath, and irritation to the eyes, noses and throats of passengers and crews, particularly on long-distance flights above 35,000 ft. Under the two-month experiment, the satellite data will be relayed from NASA's Goddard Space Flight Center at Greenbelt, Md., to the Northwest Airline headquarters in Minneapolis. Meteorologists there will use the data to help pilots plan flights to avoid heavy concentrations of ozone. About a year ago, FAA ordered airlines to use filters or find some other way to keep ozone aboard airliners at acceptable levels. The rule was supposed to go into effect February 20, but the agency has granted a one-year exemption because filters are not available now.

Charts for VFR Pilots To be Modernized

FAA thinks pilots who operate under visual flight rules (VFR) need a little help in deciphering their navigation charts. Over the years these charts have become increasingly cluttered because information has been added without sufficient attention paid to good charting design or the changing needs of VFR pilots. So the agency has initiated a program to improve the display of information and data. For example, one change will recognize the increased reliance of VFR pilots on electronic navigation by

requiring a clearer depiction of radio navigation aids and radio frequencies. In addition, topographical features in metropolitan areas, such as major highways and railroad tracks, may be highlighted since they are important visual references for VFR pilots. The improvements were recommended by a special working group set up by Administrator Bond in September 1980. The agency expects to produce prototypes of the new VFR charts by the end of the year and these will be sent to segments of the pilot community for review and comment.



Braniff Pays Up

The agency has accepted a payment of \$400,000 from Braniff Airways in full settlement for maintenance-safety violations. In a letter to Braniff's chairman, Southwest Region Director C.R. Melugin, Jr. explained that the sum would be accepted in full settlement because of "Braniff's current financial situation and because of the airline's substantial improvements in maintenance and operations." The improvements mentioned by Melugin have been well documented by an FAA Continued Action Surveillance Team which has been overseeing Braniff's operations since November 1979. The original fine assessed against Braniff was for \$1.5 million.

Learn About Money

Beginning on Wednesday, February 4 at 12 Noon, a FA Club sponsored, ALL-Exclusive Investment Seminar will begin and run five successive weeks in conference room 7ABC.

James S. Tighe, vice president and Main Office Branch Manager of Ferris and Company, Inc. will be the primary speaker. Tighe has taught similar seminars at the FAA since 1977 and the series will include:

- February 4 - Overall Financial Planning, Stocks;
- February 11 - Insurance;
- February 18 - Fixed Income Investments; and
- March 4 - Real Estate Investments.

Any questions on the series should be referred to Tighe's office at 293-4562.

Here's The Whole Story

For those of you who might have noticed that last week's story about "Non-essential Duties Barred for Flight Crews" was cut off in the middle, here's the last few sentences of that story: In another action, the agency has issued a supplement to a proposed rule that would allow it to use data from cockpit voice recorders in human factors research. The supplemental notice is intended to assure flight crew members that the agency does not intend to use the data for disciplinary action. It also incorporates safeguards against such use and provides for the privacy of the crew members involved.

Mini-park on Schedule

The mini-park across Independence Avenue from FOB-10A which INTERCOM predicted would be completed by this spring, is continuing to be built according to schedule. In the tent, protecting workers from the elements, retaining walls to surround flower and tree beds are being built of red brick which is supposed to match the nearby Arts and Industry Building. INTERCOM no longer makes predictions about the Department of Interior's park behind the headquarters building.



**BLOODMOBILE
is
Coming!!!**

Date: TUESDAY, FEBRUARY 3 AND WEDNESDAY, FEBRUARY 4

Time: 9:30 A.M. - 3:30 P.M.

Place: ROOM 109 - FIRST FLOOR - FOB-10A

AMERICAN RED CROSS



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

The News In Brief

Despite the change in Administrations on January 20, pilots still aren't free to fly low and rubber-neck over the home of former President Carter in Plains, Ga. At the request of the Secret Service, FAA is retaining the prohibited area around the Carter residence for six months at which time the situation will be reexamined. The agency also has established prohibited areas around President Reagan's Pacific Palisades home and his ranch in Santa Ynez, Calif. The action supersedes the temporary restrictions placed on flights over the President's homes after the November election. ● The ARSR-3 long-range radar program moved one step closer to completion last month with the conditional acceptance of the Mt. Laguna (Calif.) site. Mt. Laguna was the last of 21 ARSR-3s to be installed by the contractor, Westinghouse Electric Co. Two additional ARSR-3s purchased from Westinghouse under the same contract will be installed by FAA technicians at Mt. Kaala, Hawaii, and Lake Havasu, Ariz. Of the 23 fixed ARSR-3s included in the contract, 14 have been commissioned and six are in the site integration phase. Westinghouse also delivered four mobile units. ● Ten years, more or less, after the American SST was shot down in flames, it now appears that environmentalists were using a lot of dud ammunition. At least that's the consensus that emerged (See page 2)

Salt Lake City First To Commission DARC

On February 2, the Salt Lake City Center commissioned its Direct Access Radar Channel (DARC), making it the first Center to go on line with the new computerized radar backup system. The Chicago Center quickly followed suit on February 5 and the Washington Center is scheduled to be operational by mid-month. All three Centers recently completed operational tests of DARC. In the meantime, the other Centers are moving ahead with an accelerated schedule to bring all 20 of them on line with DARC by June. The Salt Lake Center was selected to begin the first site evaluation of DARC beginning in early 1980. Later, DARC also was given a 60-day operational test at the Chicago and Washington Centers to further evaluate the hardware and software changes made as a result of the Salt Lake City test. DARC, which was developed within the original cost estimates, displays some of the same essential flight data on the controller's radar scope as does the primary system. Controllers will be able to switch to it when the primary system fails or is shut down for maintenance. Eventually, DARC will permit the agency to phase out the present "broadband" radar backup system used at en route centers.

Reserves - Ready or Not

The Department of Defense is going to conduct a special screening of FAA employees in military Ready Reserve units to help determine their availability in a national emergency. DOD is taking the action because FAA efforts to get designated "key" employees removed from the Ready Reserve have not been successful. The DOD game plan requires each Ready Reserve unit to ask FAA for a Certificate of Availability for each agency employee on its rolls. If FAA issues the certificate, the employee can remain in the Ready Reserve. If not, it means the employee is in a key slot and the reserve unit will be notified to that effect. In most cases, such notification will result in the employee being assigned to the Standby Reserve. Where a conflict exists because the key employee also has a critical military skill, the case will be referred to the Pentagon for resolution. Additional information is available from regional personnel offices or APT-220 in Washington headquarters.

Briefs (From page 1)

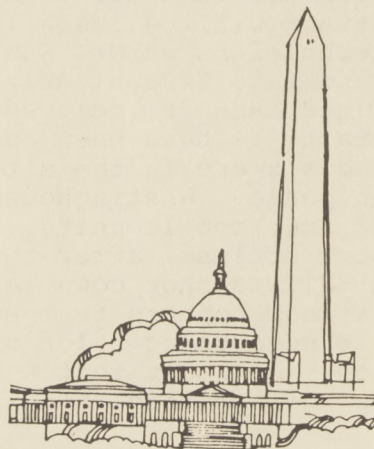
from a recent meeting of the American Association for the Advancement of Science. Even long-time SST foes conceded that many of the environmental arguments used against the Mach 2.7 jet were specious or just plain wrong. For example, theories that SST flights would deplete the ozone layer and increase incidents of skin cancer were given wide publicity and contributed to the anti-SST sentiment. However, later studies showed SST flights might actually increase ozone levels.

- The General Accounting Office thinks the country would be better off if more government employees used bicycles and mopeds on official business. It would even compensate those who used their own two-wheeled vehicles--four cents a mile

for bikes and eight for mopeds. GAO noted that these vehicles would be especially useful on large military bases and in national parks, as well as in large cities with congested downtown traffic. Another government agency, the General Services Administration, took issue with the findings, pointing out that switching Federal workers to bicycles would not be efficient because it would take them more time to get from place to place.

New Part 125 Implemented

The new FAR Part 125 went into effect on February 3 under an exception from the 60-day White House freeze on new Federal regulations. Part 125 upgrades the safety standards for large airplanes operated by aviation service firms, aircraft leasing companies and other non-airline operators. The new rule closes a loophole in the regulations that permitted some unscrupulous firms and individuals to operate under the Part 91 rules for private aircraft because the agency couldn't prove they were really running a business. This won't be possible under Part 125 because it makes the size of the aircraft, rather than its use, the basic criterion for determining the applicable safety standards. It covers all aircraft capable of carrying 20 or more passengers or a maximum payload of 6,000 pounds or more.



High Altitude EPAS Tested

The agency has begun a formal six-month test of a new high altitude En Route Flight Advisory Service (EFAS) at the Oakland, Las Vegas and Phoenix flight service stations. The test is aimed at improving service by relieving a frequency congestion problem caused by aircraft operating above 18,000 feet. These aircraft now will have their own EFAS frequency--134.825 MHz. Regular EFAS operates on 122 MHz. Specially-trained flight service specialists at each of the test facilities will coordinate pilot reports of in-flight weather conditions with National Weather Service forecasts and other meteorological data and provide flight advisories to high flyers on 134.825 MHz. After the test is completed, FAA will evaluate the results and decide whether high altitude EFAS should be implemented nationwide. The agency presently provides regular EFAS on a coast-to-coast basis from 44 selected FSSs.

New FAA History Out

FAA has published the fourth and last volume of the 50-year history of FAA and its predecessor agencies. Entitled "Safe, Separated and Soaring," the book traces the fortunes of FAA over the 12-year period between John F. Kennedy's inauguration and the end of Richard M. Nixon's first term. It was written by Dr. Richard J. Kent, Jr., a professional historian, under contract with the agency. The three previously published volumes are "Bonfires to Beacons," 1918-1938, "Turbulence Aloft," 1938-1952, and "Takeoff at Mid-Century," 1953-1961. Copies of the books are in the library or may be purchased at any GPO bookstore.

FAA Agrees With Blue Ribbon Panel

FAA and the National Research Council's Blue Ribbon panel are largely of one mind when it comes to strengthening the aircraft certification process. The agency recently completed a thorough analysis of the panel's report and concluded that it is "in substantial agreement with the panel's findings." The independent Blue Ribbon panel undertook its study of aircraft certification in December 1979 at the request of former Transportation Secretary Neil Goldschmidt. In its report filed last June, the panel found that the certification process was basically sound but said improvements should be made. FAA concurred in whole or part with 13 of the panel's 17 recommendations ranging from one calling for increased use of Quality Assurance System Analysis and Review teams to one calling for the continued use of Designated Engineering Representatives. It did not agree with recommendations that an independent aviation policy board be established to advise the Transportation Secretary and that the FAA Administrator be selected from a slate of candidates compiled by the board. The agency also pointed out that it already had moved on two recommendations--establishment of lead regions for certification and development of a campaign to recruit new engineering talent.

The Search Goes On

An "Aircraft Systems and Equipment--Electrical/Electronic" specialist is the object of this week's ICAO talent hunt. The job is in San Jose dos Campos, Brazil and pays \$38,190 with a tax-free net of \$24,298 to 26,299. Qualifications for the 18-month assignment include an engineering degree or equivalent and aircraft certification experience. Applications are due in API-19 by June 19.

Black History Month Set

February is Black History Month, and the Secretary of Transportation Drew Lewis launched the month's observance by issuing a proclamation encouraging DOT employees to participate in the many activities planned for the month to recognize the contributions made by Black Americans to this country's history and culture. Also, in a speech to DOT employees, he emphasized his commitment to increasing the number of minorities in high level positions in the Department. Lewis said the DOT currently is "woefully lacking" in that regard. The theme for Black History Month is "Role Models for Youth." In keeping with this theme, FAA will have an exhibit on the first floor of the FAA headquarters building to recognize notable Black American women, including Mary McLeod Bethune, eminent educator and founder of an industrial school for Negro girls; Harriet Tubman, noted slavery opponent, whose life has been portrayed in a TV drama with Cicely Tyson playing the role of Ms. Tubman; and the famous Metropolitan Opera singer, Leontyne Price. Also featured in the exhibit will be Black women in FAA headquarters.

DOT Library Changes

The DOT Library in the Nassif Building has closed its back doors on the second floor to keep people from checking out books and other materials without filling out a slip. This means, among other things, that people won't be able to go directly from the snack bar to the library anymore or vice versa. The library now can be entered and exited only through the main entrance (Room 2200) or the law library (Room 2215).

Kings Go Forth

Howard King, Deputy Director of the Office of Civil Rights, was one of 38 FAA employees who retired in December and January from Washington headquarters and Metropolitan Washington Airports. The agency also lost a couple of other Kings--Anne King from the Logistics Service and Prince King from MWA. Other retirees were: MWA - Alice Costello, Howard Simmons, Reed Gale, Robert Abellera, Samuel Duncan, Clarence Huey, Gladys Lloyd, Victor Berke, Roy Brown, Richard Bever and Richard Watkins; AEM - David Muller; AED - Peter Cullati; AAF - Paul Cargle, Marvin Amundson, Josephine Brown, Emmet Anderson, Richard Snoderly, John Leary and Lowell McDysan; ABU - Thomas Cooper and Dorothy Herkalo; ALG - William Wilson and Philip McGann; ATF - Laura Foy; ARD - Patrick Russell; AEU - Gordon Hurst; APO - Walter Faison; AFO - Paul Groger; AAT - Everett McKisson, Charles Newpol, James Cancro and Maxine Ball; AVS - Harold Smith; and APP - Lamar Guthrie.

George Strathers Dies

Long-time FAA employee George Stathers passed away February 3. He had been ill since undergoing surgery last August. Stathers retired in 1975 after more than 30 years of FAA/CAA service, 20 of them in Washington headquarters. A bulwark of the Flight Standards Service, Stathers had a hand in developing many of the standards and procedures for airman certification and other programs. He lived in Falls Church, Va.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

The News in Brief

The agency has proposed to fine World Airways for violating safety regulations by operating two unair-worthy aircraft. The supplemental carrier was cited for allegedly operating a DC-10 with an inoperative VHF navigation system frequency selector and for leasing an unair-worthy B-747 to a foreign company.

- Temporarily a man of leisure, former Administrator Langhorne Bond was spotted recently on the slopes of Ski Liberty in southern Pennsylvania. Bond said it was the first time he had ever been on skis. He didn't say how he did.
- Convinced that both the Mafia and the New York police were after him, Manuel Morales Torres fled the Big Apple aboard an Eastern Airlines jet and tried to divert it to Cuba. But the pilot didn't believe Morales' story about having a bomb. He radioed the tower at San Juan International Airport that he was coming in on schedule and asked that all lights except those along the runway be extinguished. The idea was to make the would-be hijacker think he was in Havana, and it worked. Morales now is awaiting trial in a San Juan jail and probably thinking that a guy from Puerto Rico should have known better.
- According to the Southwest Region INTERCOM, Richard M. Hairston, 58, has the distinction of being the oldest Level V terminal controller in the system. Dick, who is a controller at the Houston (See page 2)

Presidential Task Force Will Study Crew Complement

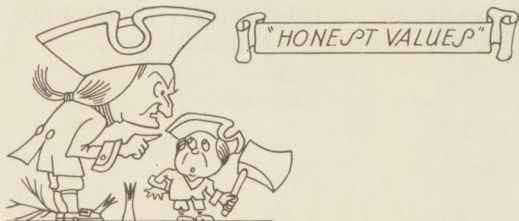
Transportation Secretary Drew Lewis has announced the creation of a Presidential task force to determine if the new generation of jetliners requires two or three persons in the cockpit. Members of the task force have not been picked as yet, but the Secretary said they will be highly qualified individuals not involved in the crew-complement controversy. The panel will study the crew complement for the Boeing 757 and 767, which are currently under development. It also will look at the DC-9 Super 80, which was certificated for two-pilot operation last August. Once appointed, the task force will make its recommendations to the President, the Secretary and the FAA Administrator within 120 days. Secretary Lewis' announcement followed a February 11 meeting with J. J. O'Donnell, President of the Air Line Pilots' Association, and other top officials of the pilots' union. The Secretary noted that "Mr. O'Donnell has pledged that ALPA will abide by the recommendations of the task force." The union also cancelled plans for a nationwide work stoppage that had been scheduled for March 2.

Brief (From page 1)

Intercontinental Tower, joined the agency as a controller at the El Paso, Tex., Tower in 1961. Now in his 20th year with FAA, he has completed 40 years of Government service. • In the story entitled "New Part 125 Implemented," last week's INTERCOM was off 1,000 pounds. The last sentence should have read, "It (the new Part) covers . . . all aircraft of 6,000 (not 5,000) pounds or more."

Controllers Help Save Lives

Controllers and team supervisors in the Las Vegas Tower helped get the ball rolling for helicopter life-saving operations during the recent Las Vegas Hilton fire. Only 15 minutes after controller Al Leddy first learned of the fire from an approaching PSA aircraft, special ATC procedures has been worked out for life-saving helicopters. Team supervisor John Grady, who had been alerted by Leddy, and the tower team also set up a special radar and radio frequency to assist the 'copter pilots. In addition, the tower crew alerted local helicopter operators and the Air Force. Less than an hour after the tower first learned of the fire, approximately 100 people had been saved from the roof of the burning building. Speaking of this team, Grady said, "They did an excellent job setting up emergency procedures and following through with the task."



FAA and PATCO At Bargaining Table

FAA and PATCO began negotiations on a new labor agreement last week in Washington headquarters, with both sides pledging good-faith efforts to resolve outstanding issues. The current contract runs through March 14. However, it contains a provision that says it "shall remain in full force and effect (except for the immunity provision) until a new agreement is reached."

Commuters Get Cost Break on Security Rules

Commuter airlines got some good news recently when FAA adopted new security rules for this fast-growing segment of commercial aviation. The rules were narrower in scope and much less expensive than those first proposed by the agency. As a result, regular passenger screening will be required only for aircraft with 61 or more seats instead of 19 or more as specified in the original notice. However, screening will be required for all commuter flights when the passengers will be off loaded in "sterile" terminal areas and in certain other cases where FAA believes a security threat exists. The agency said the scaled-down rules reflect the fact that "the increased security threat to the commuter industry that was expected to result from the implementation of the Airline Deregulation Act has not materialized." The rule is effective April 1.

Good to Read 'Earnings And Leave' Statement

The Office of Accounting wants employees to read their Earnings and Leave Statements every pay period. The idea is to spot errors and get them corrected before they cost money. To drive home this point, AAA cited a recent ruling by the Comptroller General of the U.S. against an employee who was trying to recover dues paid to a union through payroll allotment after he had left the bargaining unit represented by the union. The decision was that the union need not repay the money because employees have a duty to review their Earnings and Leave Statements and to inform their payroll offices of errors immediately. In addition, AAA pointed out that several requests for waivers of erroneous salary payments have been denied on the grounds that the employees would have been immediately aware of the error if they'd examined their Earnings and Leave Statements.

Tear Gas Verboten

Maybe it's the times we live in but more people seem to be carrying tear gas weapons these days. So the agency is reminding air travelers that taking these items on board an airliner or other commercial flight is strictly prohibited. Even putting them in checked luggage could bring a stiff fine and other penalties if the act is done knowingly or willfully. FAA's Western Region issued the warning after noting that the number of tear gas items confiscated at three busy California airports almost doubled during the last half of 1980. For example, at San Francisco International, it went from 64 in the June-September period to 111 in October-December.

Meigs Field to Stay Open

Controllers at Meigs Field in Chicago were relieved last week when they heard that the field would not be closed, at least not in the immediate future. Tower Chief Duke Dioguardi told INTERCOM, "The people here were happy when they heard Mayor Jane Byrne announce that she did not intend to close the field in March." He explained that some controllers, working with the local union, had taken a part in preserving the airport, and they were particularly pleased. FAA advised the mayor in January that closing the general aviation field would "compromise safety and cut down capacity in the Chicago metropolitan system of airports." She was also reminded that the city is committed under various grant agreements to operate the field as an airport at least until 1996.

Foreign Repair Stations

The concept of FAA certificating foreign repair stations to service U.S. aircraft overseas may be outdated. That's the opinion of M. Craig Beard, FAA's Director of Airworthiness, who notes that this actively is a burden on the agency's inspector force. Speaking at an international forum in Zurich, Beard suggest that the time is right "to explore the possibilities of developing means for the multi-national acceptance of maintenance facility approvals and surveillance provided by the airworthiness authority of the country of location. He said FAA already has opened discussion with two countries and plans "to broaden this informal dialogue with others within the year, possibly in the form of a consultative conference."

Regional Quiz

The largest FAA region in terms of size is . . . Wrong if you said Alaskan or Rocky Mountain. It's the Pacific Region which holds sway over some 12 million + square miles of Planet Earth. Now how about the region that encompasses the most airports? The clear winner here is the Great Lakes Region which includes 3,065 airports. That's 838 more than the first runner-up, the Southwest Region. Okay, since Great Lakes has the most airports, one might also expect that it has the most air traffic control facilities. Not so. The Southern Region is the champ here with six centers (count 'em: Atlanta, Jacksonville, Miami, Memphis, San Juan and Panama), 83 towers and 53 flight service stations. But AGL is second with a total of 108, or one more than ASW. As might be expected Southern also has the most Airway Facilities Sectors (19) but Eastern has the most Aviation Standards Field Offices (28). Finally, Southern has the most employees (8,500) followed by Great Lakes, Eastern and Southwest.

New FOIA Contact Named

The Freedom of Information Act Program is now being coordinated by Suzanne Holloway, APA-10, Room 911, 426-3893. Any inquiries, requests, comments, etc., should now be directed to her. Also, copies of FOIAs that previously went to APA-320 should now go to APA-10.

Awards and Rewards

Patricia M. Cowden and Donna J. Vanlandingham have received Quality Increases in recognition of jobs well done. Both work at Washington National Airport. The Office of Personnel and training has presented Special Achievement Awards to Cynthia Banks, William Freeman, Gloria Dant and John Slover. In addition, Quality Increases were awarded to Judith Branting, Clarence Wright, James Witeck and Marcia Shannon. Robert V. Desantis, Airways Facilities Service, Communication Branch, recently received a letter of appreciation from former Administrator Bond for his support and cooperation with the planning, design, procurement and implementation of the National Emergency Communications Networks.

Trip Being Arranged

Charlotte Horvath of the Office of Aviation Policy is currently in Alexandria Hospital, where she is undergoing treatment for cancer. Her friends are anxious to do something very special for their very special friend. They have in mind a trip to Budapest, Hungary, to see her mother and sister who are unable to travel to this country. Those who would like to contribute to this gift should contact Lois Delaney or Cindy Zook, Room 506, ext. 68724 or 68722.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

The News in Brief

The agency is going back to the drawing board on the proposed terminal control area (TCA) for Phoenix's Sky Harbor International Airport. The new TCA design will be significantly smaller than the one proposed in April 1980 and will incorporate many other changes recommended by airspace users. The new TCA design will be detailed in supplemental notice of proposed rule making that the agency expects to publish in early March. ● The Boeing Company has set August 4 as the rollout date for the new, wide-body 767. Assembly of the big, twin jet is reported to be right on schedule. A rigorous series of ground tests will be held after rollout. These will be followed by the first flight, which is expected to take place on September 30. Certification is targeted for July 31, 1982. ● FAA has helped 18 commuter airlines buy 38 new airplanes under the Aircraft Loan Guarantee Program, since that program was reinstated by the Airline Deregulation Act of 1978 and broadened to include commuters. The total value of the guaranteed loans is \$56 million. In addition, the agency currently is processing 13 applications from commuters for 37 more aircraft. The most popular aircraft purchased to date under the program has been the Shorts 330 with 12 and the Swearingen Metro II with eight. ● Now that human-powered fixed-wing aircraft (See page 2)

Reagan's Economic Plan Would Reduce Airport Aid

The airports grants program is one of more than 80 Federal programs targeted for reduction by President Reagan as part of his economic recovery plan. The plan would cut airport aid funding for Fiscal Year 1982 by approximately one-third from the \$750 million figure submitted by former President Carter. At present, the airport grants program is on hold because funding authority expired on September 30, 1980, and the last Congress failed to enact legislation renewing it. However, the Administration is planning to submit an airport and airways bill to the Congress during the current session, calling for reduced funding levels through FY 1986. Total savings during this period as a result of these lower levels is estimated at \$1.8 billion.

BCAS Contract Let

The agency has awarded a \$1.5 million contract to the Bendix Corp. for "design definition" of a full-capability Beacon Collision Avoidance System (BCAS). The contract calls for Bendix to complete the work by February 1982. (See page 2)

Briefs (From page 1)

have successfully conquered such obstacles as the English Channel, the American Helicopter Society is offering \$10,000 to the first person who successfully flies a human-powered rotorcraft. The winning, heavier-than-air machine must be able to hover for at least one minute and reach an altitude of approximately 10 feet. Of course, the first person-powered helicopter was designed in the fifteenth century by Leonardo da Vinci. Although the design has since become famous, the aircraft probably was not airworthy or flyable.

BCAS (From page 1)

A full capability BCAS incorporates both active and passive operational modes. In the active mode the equipment interrogates transponders get position and altitude information, sorts out the replies from aircraft that present a potential hazard and tells the pilot what evasive action to take, if any. In the passive mode, BCAS listens to transponder replies triggered by ground radar and utilizes this data for collision avoidance decisions. FAA previously awarded a \$750,000 contract to Textron's Dalmo Victor Division for development of active-only BCAS prototype units. The company will deliver three prototypes to the agency this spring for a test program that will include operational evaluations in PSA jets. FAA expects production models of Active BCAS will be ready for installation in aircraft as early as 1983 and will come into widespread use by the mid-1980s.

Weighed...And Found Wanting

A number of FAA facilities have been having problems with bids job lately, and these problems have nothing to do with 17ls or PERs. The problems have been with postage. Bids are being sent in non-government envelopes, as they should be, but are arriving with postage due. Employees are using only one 15-cent stamp, although their bid package may exceed the one-ounce limit and require more postage--13 cents for each additional ounce. A good rule-of-thumb here is that any envelope containing more than four sheets of paper needs an additional stamp, but use a postage scale to be sure. Having the correct postage on your bid for a new job will insure delivery and not get you off on the wrong foot with a prospective new boss.

Tail Cone Failure Explained

Remember when the tail cone of an Air Canada DC-9 came off in flight over New England in September 1979? The plane was flying at 25,000 feet and experienced rapid decompression, but the crew managed to land safely at Boston Logan. The National Transportation Safety Board has issued its report on that accident confirming that the probable cause was a metal fatigue fracture in the aft cabin-pressure bulkhead. The Board noted that FAA issued an emergency airworthiness directive the day after the accident that required DC-9 operators to check for fatigue cracks which turned up problems in 33 aircraft. All were removed from service immediately and repaired. The Board said it felt that the actions taken by the FAA were timely and effective. It also concluded that the more rigorous inspection criteria set forth in FAA directives, coupled with FAA surveillance activity, should eliminate this type of fatigue failure.

Suspended for Harassment

A male employee was given a 10-day suspension lately for kissing and embracing, without provocation, a 17-year old secretary. The employee grieved the punishment under a negotiated labor agreement, and his case was considered by an impartial arbitrator. In spite of the employee's commendable work record and claim that his approach to the secretary was friendly and harmless, the arbitrator concluded that he had made improper advances and that the suspension was appropriate. The lesson, according to the Office of Labor Relations, is that sexual harassment of any and all kinds is indefensible and will not be tolerated by the agency. "I was just fooling around," is no defense.

Aeronautical Role Backed

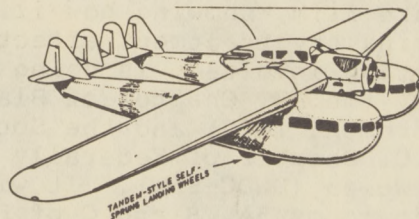
Calling the National Aeronautics and Space Administration (NASA) "a national resource that cannot be duplicated by industry," a National Research Council report contends that the space agency is now putting too much emphasis on space and too little on aeronautical research. Consequently, the report said, the U.S. is losing its lead in technical competence and, at the same time, a substantial piece of the foreign market. The report indicates that research on general aviation aircraft and helicopters is particularly neglected. It recommended that NASA facilities and personnel be expanded and upgraded so it can provide the same leadership role in this area as its predecessor agency, the National Advisory Committee on Aeronautics.

Jobs Open in Montreal

For employees anxious to try living in Montreal, the International Civil Aviation Organization has several opportunities open. There's a Travel Officer job that pays \$19,040, with a tax-free net of \$14,149 to \$15,096, and an Accounts Officer job, paying \$23,910, with a tax-free net of \$16,978 to \$18,193. Bids are due in API March 26.

FAA Facts

Did you know that there's one Flight Standards office that covers an area larger than the conterminous U.S.? It's the Southeast Asian International Field Office (IF-51), based on Guam. The IFO's staff of seven inspectors and two secretaries is responsible for both general aviation and airline operations and aircraft in a vast area, most of which, of course, is water. Guam is more or less in the Northeast corner of the area, which extends south to the Solomons and west to Singapore. The IFO complement consists of two types of technical specialists--operations advisors and airworthiness advisors. The ops specialists are top-rated pilots, while the airworthiness advisors are maintenance and avionics oriented.



BLÉRIOT 125

Upward Mobility Program Participants Moving Upward

A total of six employees who were on the FY-1981 Upward Mobility Program register have been helped to find career-ladder position. Two other program participants have been transferred to jobs in the Eastern Region. Those selected for Headquarters jobs are: Olivia Erikson, has become a Policy Information Systems Analyst with the Office of Aviation Policy and Plans; Carolyn Horne will train as an Aviation Security Specialist with the Office of Civil Aviation Security, Bonnie Diampietro's position will be a Program Management Specialist with Airway Facilities Service. Donna Warren will become an Environmental Specialist with the Office of Environment and Energy and Theodore Garner and Nancy Trembley are slated to be Computer Programmer and Information Specialist, respectively, with the Office of Management Systems. Edna French and Renee Williams transferred to AEA. Twenty candidates remain on the Register. APT-100 will continue to work with headquarters organizations to find appropriate positions, with promotion potential to the GS-9 level or above. For further information contact Cathy Bracy, x63320.

All Invited to Film

All employees are invited to see the film "The Eye of the Storm." The 30-minute film, showing how illegal discriminatory treatment affects all the parties involved, is being sponsored by the DOT Chapter of Blacks in Government (BIG) and the Southwest D.C. Chapter of Federally Employed Women (SWDC-FEW). It will be shown in rooms 5A, B and C of FOB 10A on February 26 at 10 and 10:30 a.m.

FAA Using Women's Bank

FAA is the first government agency to use the Women's National Bank of Washington, D.C. to handle FAA headquarters' deposits for credit to the United States Treasury. The arrangement was made as part of the Treasury Department's Minority Bank Deposit Program. The agency's first deposit was made on January 9. In the future deposits are anticipated to be in excess of \$40 million annually.

Robbins Gets APT Post

Amelia Robbins has been designated as the person in charge of the Headquarters Special Employment/Special Emphasis Programs. Both programs are the responsibility of the Employment Branch, APT-150. Ms. Robbins is a native Washingtonian and a graduate of North Carolina Central University in Durham, N.C. She started work with the FAA as a clerk typist during her summer vacations and moved into the Cooperative Education Work Study Program after graduating from college. She is now a Personnel Staffing Specialist. Although the Presidential employment freeze has restricted hiring activity for most of the special programs, there is an exemption for Stay-in-School, Federal Junior Fellow, and Summer Aid appointments.





U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

The News in Brief

The Tech Center still is having problems with deer meandering about on runways despite supervised hunts and other efforts to control the deer population. Recently, a New York Air DC-9 had to abort its takeoff when it struck a deer strolling across the runway. This was the second deer strike at the airport within the last three months. The first occurred in November when a Beech 99 suffered major damage in its encounter with a deer. ● The agency has revoked the certificate of a Las Vegas commercial pilot for reckless flying on December 12, 1980. The pilot was flying so low he collided with a seven-foot-high road sign. Still, he might have gotten away with it, except that he called the tower at North Las Vegas Airport and reported a midair collision with what he thought was a missile. A quick investigation by FAA and local police found no missile--only a badly battered road sign. ● Ice and snow were the culprits in the fatal crash of a four-engine Bristol Britannia operated by Redcoat Air Cargo Ltd. near Billerica, Mass., in February 1980. The National Transportation Safety Board report on the accident notes that the aircraft took off with an accumulation of ice and snow on the airframe and when encountered moderate to severe icing conditions in flight. The plane also was buffeted with wind-shear, downdrafts and (See page 2)

McLucas Heads Crew-Complement Panel

Former FAA Administrator John L. McLucas has been named chairman of a three-member task force established by the President to determine whether future jet transports should have two or three people on the flight deck. The other two members of the task force, both experienced pilots, are Fred L. Drinkwater III of NASA's Ames Research Center, and Lt. General Howard W. Leaf, the Air Force's Inspector General. The makeup of the task force was announced by Transportation Secretary Drew Lewis who said the panel's first priority will be to review FAA's decision last August to certificate the DC-9 "Super 80" for two-pilot operation. It also will study the flight crew requirements for two aircraft now under development--the Boeing 757 and 767--and is authorized to conduct public hearings on these matters, if appropriate. The task force will submit its report to the President within 120 days, or by the end of June, and go out of existence 60 days thereafter. Formation of the task force was a response to demands by the Air Line Pilots Association that the DC-9-80 and all future jet transports must have a three-member flight crew. The pilots' union had scheduled a nationwide work stoppage over the issue but subsequently agreed to cancel the March 2 demonstration. Dr. McLucas served (See page 2)

Briefs (From page 1)

turbulence in its effort to climb out from Boston's Logan Airport. It crashed eight minutes after takeoff. Seven of the eight people on board the aircraft were killed.

McLucas (From page 1)

as FAA Administrator from November 1975 to March 1977 after spending two years as Secretary of the Air Force. He currently is president of COMSAT World Systems Division. Mr. Drinkwater is a physicist and chief of the Aircraft Operations Division at NASA Ames. A former combat pilot in Korea, he's also a colonel in the Marine Corps Reserves. General Leaf is a former test pilot. He was commander of the Air Force Test and Evaluation Center at Kirtland AFB, N.M., before receiving his present assignment.

Facts of Flight "Something's Not Right Here"

Lt. Wilfred Parke of the Royal Navy was flying an Avro tractor biplane August 25, 1912, at about 600 feet, when he commenced a spiral glide prior to landing. Finding the glide was too steep, Parke pulled the stick back, promptly stalled and entered a spin. With no established procedure for recovery, he attempted to pull the stick further back, applied the rudder into the direction of the spin and found that the spin merely tightened. After carefully noting this phenomenon he decided, at 50 feet above the ground, to reverse the rudder. The machine recovered instantly, and Parke became the first man to perform a recovery from a spin.

MSAW Pays Off

The Minimum Safe Altitude Warning (MSAW) system paid off in big dividends in New York recently. It was a foggy, rainy night and an Aerolinas Argentinas 707 was heading toward the famous New York skyline 1,500 feet below its assigned altitude. When the plane was just about a minute from a potential collision with the TV antenna on top of the World Trade Center, the MSAW warning buzzed on a radar display in the recently commissioned New York TRACON. The controller handling the flight instantly radioed the aircraft and told the pilot to climb and turn immediately. He did and a possible replay of the 1945 collision of a B-25 bomber with the Empire State Building was averted. The plane landed uneventfully at JFK a few minutes later.

The FAA Was There

It's not often that an air carrier operations inspector gets involved in a flight save. But it happened over the Sea of Japan recently. Tokyo IFO Operations Inspector Chester Chang was riding in the jump seat of a Seoul-bound Northwest airliner when one of the passengers became critically ill with appendicitis. When informed of the situation, the plane's captain immediately tried to radio Seoul to have medical personnel and an ambulance meet the flight. But to his dismay, he learned that the Seoul controller did not understand English beyond the standard ATC phraseology. At this critical juncture, Chang, who is fluent in Korean, stepped in and translated the pilot's request. As a result, the plane was met by an ambulance and a doctor on landing. And at last report, the patient was doing just fine.

Safe Despite Himself

The pilot of the single-engine plane was the classic case of an accident looking for a place to happen. The neophyte pilot departed Northway, Alas., Airport and planned to join his instructor's plane in the air and follow it to Whitehorse, Alas. But right after takeoff, the out-of-luck student made a wrong turn and started off in the opposite direction. Fortunately, Northway Flight Service Station specialist James A. Burton was monitoring his transmissions. Burton heard panic in the man's voice and radioed explicit directions. By locating the lost plane with direction-finding equipment and carefully guiding the pilot back to Northway, Burton avoided a potential catastrophe. However, even when the airport was in sight, the student still had some tricks up his sleeve. First he landed on the wrong runway, picking one with a seven-knot tailwind. Second, when he was safely on the ground, he turned off into a snow drift and got firmly stuck. Nevertheless, because of Burton, he lived to fly again. During the month of January 1981, 155 flight assists were reported—72 by flight service stations, 68 by towers and 15 by centers. There were a total of 298 people reported on board the aircraft involved.

Order Cancelled

The Associate Administrator for Airports is cancelling Order 5000.6, Uniform Administrative Requirements for Grants-in-Aid to State and Local Governments, dated June 21, 1973. Information previously contained in the order has been incorporated into Order 5100.36, dated August 3, 1979. The

cancellation will appear in the next issue of the directives checklist. Air Traffic Service is cancelling Order 7210.31, Outstanding Flight Assists. Information in this order has been incorporated into 7213.3E, Facility Administration.

A Record 15,161 Airports Now Available in U.S.

The number of airports, heliports and other landing facilities in the U.S. broke the 15,000 mark in 1980 for the first time. In all, there were 15,161 landing spots available to civil aircraft at year's end. This represented a net gain of 415 over 1979. Included in the year-end totals were 12,240 airports, 2,336 heliports, 527 seaplane bases and 58 short takeoff and landing (STOL) airports or runways. A total of 730 of these facilities were served by air carriers. Texas continued to lead all states with 1,375 landing facilities, followed by Illinois 942, California 825, Alaska 731, Pennsylvania 694, Ohio 652, Minnesota 491 and Florida 485. Great Lakes Region led all regions with 3,253 landing facilities, followed by Southwest with 2,263, Eastern with 1,971, Southern with 1,851, Central with 1,340, Western with 1,164, Rocky Mountain with 1,090, Northwest with 891, Alaska with 731, New England with 542 and Pacific with 65.



GSA Hours Changed

Store hours for the GSA stores in both the GSA and the DOT buildings have been changed. In the GSA Building, hours were 10 a.m. to 2:30 p.m. and are now 12 noon to 4 p.m. In the DOT Building, the old hours were 9:30 a.m. to 2 p.m. The new hours are 8 a.m. to 12 noon.

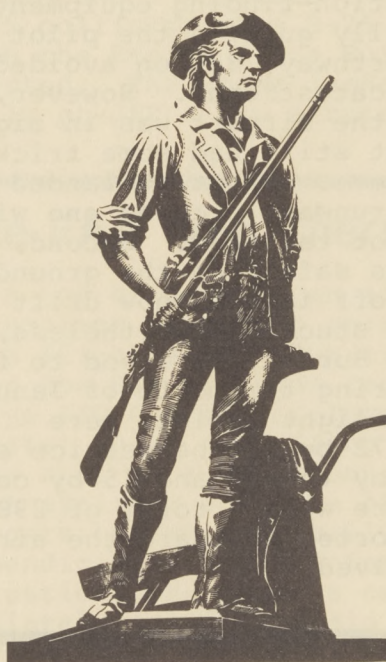
"FEW" Meeting Scheduled

The Southwest D.C. Chapter of Federally Employed Women (FEW) invites all, especially managers, to attend an equal employment opportunity meeting in rooms 6A and B on March 10, 12 noon to 1 p.m. Speaking will be Peter Robertson, formerly with the Equal Employment Opportunity Commission. He will discuss the relationship between Federal Equal Opportunity Recruitment Programs, the Uniform Selection Guidelines and the Affirmative Action Guidelines.

Flying in Flicks Featured at Museum

March is shaping up to be an interesting month at the National Air and Space Museum, across Independence Avenue from FOB 10A. The Aeronautics Lecture scheduled for 7:30 p.m. on March 19 is "Flying for the Movies." Featured will be actual footage from the film, The Final Countdown. This film is reputed to include some of the most spectacular and unusual aerial scenes ever filmed. The audience will see first hand the thrills and dangers of flying for the movies. Space fiction films for the month include: The Day the Earth Stood Still, 7:30 p.m., March 13 - an

interstellar messenger lands his flying saucer near the White House. When politicians ignore his pleas for world peace, he turns to the earth's scientists. Starring Michael Rennie, Patricia Neal and Sam Jaffe. Directed by Robert Wise; and A Space Odyssey, 7:30 p.m., March 27 - when evidence of an alien intelligence on the moon is discovered, a manned space voyage is organized to investigate. Directed by Stanley Kubrick, this is the most ambitious and, in the opinion of most critics, the finest science fiction film ever made.



What price security?

Any amount you specify.

When you join the Payroll Savings Plan, all it takes is a little pinch from your paycheck to buy U.S. Savings Bonds. You'll hardly miss it. And neither will your paycheck.

So join now. Don't wait another minute, man.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

Sectors of Year Named

Airway Facilities technicians in El Paso, Tex., and Ronkonkoma, N.Y., will have something in common for the next 12 months. Both groups can claim to be Numero Uno in the world of Airway Facilities. The El Paso Airway Facilities Sector was selected as the national winner in the General National Airspace System (NAS) category for its performance in Fiscal Year 1980, and the Ronkonkoma Sector was the pick in the Air Route Traffic Control Center category. El Paso Sector Chief Charles R. Turner said he wouldn't trade his sector for any in the world. "We have some truly outstanding people," he said. "Our people become involved in what they are doing and concerned with the job all of us have to do." Ronkonkoma Sector Chief William Bracken also credited his people when told about the honor. He said, "the thing that makes us outstanding is the dedication and training of our long-time employees." All employees in the two winning sectors will receive personal certificates of accomplishment for working in one of the Sectors of the Year. They were selected from an elite group of regional winners, which included: Alaskan Region, Anchorage (ARTCC); Central Region, Wichita, Kan. (General NAS); Eastern Region, Philadelphia, Penn. (General NAS); Great Lakes Region, Grand Rapids, Mich. (General NAS); New England Region, Nashua, N.H. (ARTCC) and (See page 2)

President Picks Helms As FAA Administrator

J. Lynn Helms has been named by President Reagan for the job of FAA Administrator. Helms is an aeronautical engineer, former test pilot, and a private sector manager with a proven track record. Most recently, he was President, Chief Executive Officer and Board Chairman of Piper Aircraft Corp. The 56-year old Helms was born in DeQueen, Ark., and earned his B.S. in aeronautical engineering from Oklahoma University. During World War II, he flew with the Marine Corps and later served as a test pilot and instructor pilot. He left the military in 1956 to become a design engineer with North American Aviation in Columbus, Ohio. He moved to the Bendix Corp. in 1963 and in just seven years rose to the position of group vice president. From 1970 to 1974, he was president of the Norden Division of United Aircraft and then was named president of Piper. During his six years at Piper, Helms turned the company around and, according to the Wall Street Journal, saw its market share rise from 23 to 33 percent, its sales from \$146 million to \$446.7 million and its pretax profits from \$2.9 million to \$42.1 million. He resigned from Piper last November. Helms still is an active pilot with more than 10,000 hours in his log book. He holds a commercial certificate, single and multi-engine ratings and an instrument rating. He is a member of (See page 2)

Sectors (From page 1)

Windsor Locks, Conn. (General NAS); Northwest Region, Auburn, Wash. (ARTCC) and Boise, Idaho (General NAS); Pacific-Asia Region, Guam (General NAS); Rocky Mountain Region, Casper, Wyo. (General NAS); Southern Region, Memphis, Tenn. (ARTCC and General NAS); Southwest Region, Houston, Tex. (ARTCC); and Western Region, Oakland, Calif. (ARTCC) and Phoenix, Ariz. (General NAS). The sectors were rated on availability and reliability of facilities, effective and efficient use of personnel resources, general personnel management relations, employee productivity and safety, and the way in which the total sector staff handled unusual or unique problems during the year. The Airway Facilities Service Director will present the national award plaques to the winning sectors at ceremonies in their respective regions in March.

Helms (From page 1)

various aviation organizations, including the Society of Experimental Test Pilots and the Pioneer Club. He was elected to the latter organization for being the first pilot to exceed 1,000 m.p.h. in a combat aircraft before Helms can take the Administrator's oath of office, however, he must be confirmed by the U.S. Senate. Hearings will be held by the Senate Commerce, Science and Transportation Committee on a date or dates yet to be announced.

FAA and NAATS Agree

The National Association of Air Traffic Specialists (NAATS) and the FAA have signed a new three-year labor agreement. The union represents 100 percent of the agency's

flight service stations specialists. The agreement covers approximately 75 articles. It is scheduled to go into effect on April 15 if ratified by union regional officers before that date.

Controller Sentenced

An air traffic controller at Palm Beach International Airport has been sentenced to three years probation and assessed a \$5,000 fine for his involvement in an airborne drug-smuggling operation. The 35-year-old controller was arrested last fall and charged with alerting drug smugglers to the location of aircraft operated by the Drug Enforcement Administration so they could avoid detection. He has been on indefinite suspension since that time. In December, the 10-year FAA veteran pleaded guilty to bribery and corruption charges and could have received a 15-year prison sentence and a \$20,000 fine. After sentence was pronounced in Federal District Court in West Palm Beach, he told reporters that he felt "very fortunate" to get off so lightly.

ICAO Has Jobs

For those with a bit of wanderlust, the International Civil Aviation Organization has jobs open from Montreal to Lima, Peru. The Montreal two-year opening is for a Technical Officer (Accident Prevention). Salary is \$29,940 with a tax-free net of \$21,756 to \$20,209. In Lima, a Deputy Representative is sought for a two- to five-year stint. Salary for this high level job is \$38,190 with a tax-free net of \$26,299 to \$24,298. Applications due in API-19 by April 17 for both positions.

Loaded Weapons in Baggage Create Hazard

Noting that the accidental discharge of firearms in airline luggage remains a serious problem despite a tough new law, the agency has warned air travelers that they can be fined, possibly even go to jail, for checking luggage with loaded guns inside. There have been 21 such incidents in the last six years, resulting in the death of one person and injuries to two others. Four of the incidents and one of the injuries occurred in 1980. Moreover, in 1980 alone, FAA investigated 48 reports of loaded weapons in airline luggage, assessing fines in 33 cases with four other actions pending. Both FAA safety regulations and DOT hazardous materials regulations prohibit the carriage of loaded weapons in checked luggage and each prescribes penalties up to \$1,000 for violations. And last year, Congress passed a law that makes this a criminal offense, punishable by up to a year in prison, a fine as high as \$1,000, or both. The 1980 shooting occurred in August at Dallas Love Field, when a .22 caliber derringer pistol went off as the owner set the bag on the floor so that the baggage tag could be matched with the owner's claim check. The bullet hit the person doing the checking in the leg. The owner of the bag was fined \$1,000.

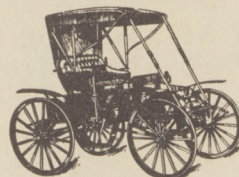
FAA Aircraft Makes Record Number of Landings

An FAA-owned Boeing 727 made its 50,000th landing at Will Rogers World Airport in Oklahoma City recently, setting a new record for this type of aircraft. At the controls during the record landing was FAA pilot instructor Norm Ellard

who was demonstrating landing technique to two students at the time. Designated N-27, the three-engine jet, was purchased new from Boeing in 1966. It's used for training airline operations inspectors and has carried an estimated 1,350 - 1,400 students on its flight deck. According to Boeing, the 50,000 landings record for 727s probably will stick for some time, since the next highest number is 43,000 by a Mexicana Airlines jet. Despite N-27's record number of landings, FAA has no intention of retiring the aircraft in the near future. However, it will get a new landing gear assembly this spring, presumably for many more happy landings.

Paid Parking Ruled Illegal

Although a U.S. District Judge has ruled that the Federal Government acted illegally when it began to charge government employees for parking, the implications of that decision still are not clear. However, the General Services Administration advises employees to continue to pay any fees that are due in order to keep their parking passes. The judge held that the program was illegal because it had not been approved by Congress, but the government is expected to appeal the decision. There is little chance that any change in parking fees will be made until after this appeal.



Life Insurance Available

Throughout the whole month of March, employees can sign up for new or additional Federal Employees' Group Life Insurance (FEGLI). Employees eligible for the new FEGLI should have received by now pertinent information as well as a Life Insurance Election Form. After the information is carefully studied, the form should be filled out and sent to Labor Relations and Career Development Branch, APT-140, Room 515A before March 31.

Dulles Si, National no.

Is Dulles the world's most beautiful airport? The AIA Journal, published by the American Institute of Architects, posed that question in a recent issue and concluded that the Dulles terminal building--a "sweeping hammock of wire and concrete"--was indeed something for the ages. The magazine noted a general consensus that Dulles was designer Eero Saarinen's greatest achievement and called his building "the last heroic terminal in a line extending back to the first great rail sheds of 100 years ago." Washington's National Airport didn't fair as well in the Journal's estimation, however. It was described as a "nightmare of finger gates appended to a 1940 terminal and sandwiched between an incomprehensible maze of access roads and parking lots on one side and cramped runways on the other." Well, one out of two isn't bad.

The Office of Aviation Medicine has presented a Quality Within-Grade-Increase to Doretha C. Mattox.

Flying Film Coming

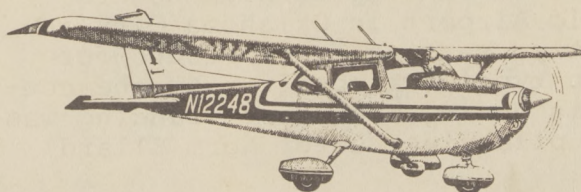
The spectacular aerial exploits of the Red Arrows, the Royal Air Force's acrobatic team, will be featured in a 20-minute film scheduled for the third floor auditorium on March 19 at 11:30 a.m. The aerial team will be flying British Aerospace Hawks.

D.C. Workers Are "Fat Cats"

Although it may not be apparent to all, Washington, D.C. or headquarters employees are the "fat cats" of the Federal service. According to the Office of Personnel Management, the 191,686 Federal workers actually working in the District of Columbia have an average salary of \$23,303, which is the highest of all states or jurisdictions. The second highest average salary in the lower 48 is \$21,183, in Maryland, and third, to no one's surprise, is in Virginia, \$20,468. So, does all this make anyone feel any richer? We doubt it.

Lobby's DARC Gets Sound

The Direct Access Radar Channel (DARC) display that has been lighting up a corner of the FOB-10A lobby is due to become fully operational this week. Sound will be added which should make the display even more of a drawing card than it already is. DARC, which currently is being delivered to the field, will back up the primary computer systems already in use at the agency's en route centers.





U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

The News in Brief

Things are really jumping at the Technical Center. Just as one giant building is finished, ground is broken for another. And then without so much as a deep breath, plans are being announced to improve and expand the airport. Work on resurfacing the main 10,000-foot runway is slated to start next month and continue through September. Plans also call for extending a 6,100-foot runway to 8,000 feet and building a new 8,000-foot runway parallel to the main runway. When this is done, the passenger terminal, which is operated by the city, may also be relocated. But no one should wait with bated breath. The improvements will be made over a 20-year period. ● The Department of Transportation has published "The Car Book" in an effort "to increase consumer awareness of the safest and best-performing cars." The 68-page guide to car-buying compares both domestic and foreign imports on such factors as safety, fuel economy, maintenance and insurance. It also has a chapter on used cars. For a free copy, write: The Car Book, Consumer Information Center, Pueblo, Colo. 81009. ● A flight under the John O'Connell Memorial Bridge at Sitka, Alaska, recently cost a local pilot his license for 10 days. Although FAA imposed a suspension of 30 days, the penalty was reduced by a National Transportation Safety Board judge. (See page 2)

ATC Records Factual Inspector General Says

FAA has not falsified data on air traffic control computer failures. That's the basic conclusion of an investigation conducted by DOT's Office of Inspector General (OIG) at the request of Rep. Bob Whittaker. The Kansas Congressman had accused Airway Facilities managers in the en route centers of covering up computer outages by changing maintenance logs to make them appear as shutdowns for routine maintenance. Similar cover-up charges were levied against former Administrator Langhorne Bond in submitting data on computer outages to the Congressman. (See page 2)

Reagan Budget Sent to Hill

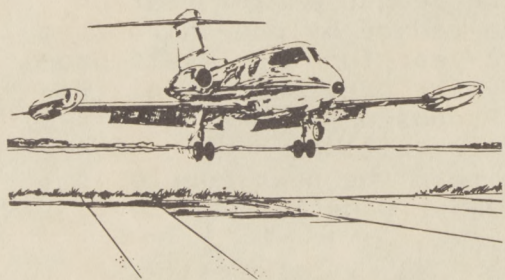
President Reagan's proposed budget package, sent to Capitol Hill last week, calls for a reduction in FAA's budget of \$291 million in FY 1981 and \$476 million in FY 1982. The bulk of the budget cuts would come from the airport grant program, which the Reagan administration wants to reduce by one-third from the five-year funding levels proposed by the previous administration. Proposed airport and airway legislation will be sent to Congress within the next couple of weeks. (See page 2)

Briefs (From page 1)

who, however, upheld the suspension order. The pilot claimed he had taxied his float plane under the bridge, but the judge believed the account of an eyewitness who said the plane was definitely airborne when it passed under the bridge.

Records (From page 1)

OIG said it audited Airway Facilities maintenance logs in four centers for a seven-month period in 1980 and found only two changes, both of which proved to be justified. The Airway Facilities logs also were compared with the Air Traffic logs, and just one error was found. "Accordingly," OIG said, "it appears that computer outages were generally being properly coded. Our investigation did not indicate that FAA managers were changing various computer maintenance logs in order to reflect a better system reliability." Regarding the allegations against Bond, OIG pointed out certain "incongruities and lack of uniformity" in the reporting requirements for computer outages, but it did not uncover any evidence of deliberate deception that would indicate "criminal intent on the part of anyone concerned." Moreover, OIG said "considerable attention has been given to outage and startover reporting by FAA personnel, who have recognized that the reporting system is in need of improvement."



Budget (From page 1)

The FY 1981 Reagan budget seeks funding authority of \$3.292 billion and a staffing level of 54,071 full-time permanent positions. This contrasts with budget authority of \$3.582 billion and staffing levels of 56,212 requested in the Carter budget. In 1982, budget authority under the Reagan proposal would increase by \$75 million to \$3.367 billion, while full-time permanent positions would drop by 539 slots.

Tech Center Begins Screening Candidates for O'Hare

FAA's Technical Center is now screening applicants for the Chicago O'Hare TRACON to help O'Hare managers identify topnotch candidates for some 33 vacancies at that facility. Here's how the program works: Applicants with prior radar field experience go directly to O'Hare for screening and training. Applicants who have no radar experience but have completed the FAA Academy's radar training are sent to the Technical Center for intensified screening, using the Center's air traffic control simulation facility. Taped scenarios, representing typical O'Hare control situations, are fed into the simulators. The screening is designed to identify candidates with an exceptionally high aptitude for radar work. Only these are sent on to the O'Hare TRACON for final on-site testing. The unique screening program was devised to increase the number of top level controllers at O'Hare.

Chairs Being Modernized

Phase II of the stopgap Domore chair modernization program goes into gear this month with the delivery of modification kits to small towers and flight service stations. Domore chairs are the type used by controllers and flight service station specialists. Approximately 10,000 of them, purchased 10 to 12 years ago, now need to be modified to extend their life and eliminate the occasional structural problems. During Phase I of the program, completed last year, chairs at en route centers and large towers were modernized. The additional modification kits, now being delivered under Airway Facilities supervision, will be installed in small towers and flight service stations, before the end of this fiscal year. At today's prices, it would cost \$2 to \$3 million to replace these chairs, whereas the modification kits cost only \$148,000. Although new chairs will soon be ordered, the modifications are being completed for safety.

'Act Now on Insurance'

FAAers, like all Federal workers, have until the end of March to do something about the Federal Employees' Group Life Insurance forms sent to them last week. So, don't throw them away. Those who do not fill out and return them will end up paying for the basic insurance whether they want it or not. In addition, unless employees elect optional or additional insurance, they won't get it and will lose any optional insurance they are already carrying. For more info on the subject, see "Act Now on Insurance" in the February FAA World.

FAA Taking Off With Computer-Based Instruction

The aviation industry, including FAA, has been a leader in using computer-based instruction (CBI), and FAA is on the brink of expanding its CBI training programs. In a CBI course, students receive individualized training through workbooks, slides, videotapes, lab kits and computer-assisted lessons. Some employees have already taken CBI training at the Mike Monroney Aeronautical Center or at a flight inspection field office. FAA is now expanding computer-based instruction to improve the efficiency and quality of training in other areas. The agency will start with a limited number of courses at several airway facilities sectors and at the Aeronautical Center next fall. In subsequent Intercom articles, the Office of Personnel and Training will explain how this new system is designed to work and what the future system will be like.

FAAer Fired for Tampering

The Denver field office of the Merit Systems Protection Board has upheld the agency's decision to remove an employee who deliberately tampered with air traffic control equipment in a tower. According to the report, the employee tried to discredit ARTS II equipment, then began to tamper with it. For evidence in this case, the Merit Systems Protection Board relied upon an investigation conducted by the FBI and the agency's own internal investigation.

GAO Recommends Bikes

Government workers would roll to work on bikes if the General Accounting Office had its way. In a recent report to Congress, GAO said the Government should encourage its employees to use bicycles and mopeds instead of energy-consuming automobiles. The report also suggested that government offices provide more changing rooms and showering facilities for bicycle riders. At FOB-10A, there is a single bike rack outside the back door. At this time of year, the one rack is more than adequate. During the spring and summer months, it sometimes gets crowded.

Speech Contest Slated

If you've been thinking about attending a Toastmasters meeting, March 17 is a good opportunity. The FAA Toastmasters Club will hold its annual speech contest on that day at 12 noon in Room 5 ABC. FAAers like yourself will compete for the honor of moving on to the area speech contest on March 31, also to be held at FAA. There's no pressure--nobody will put you on the spot or try to sign you up. You can even bring your lunch if you want. The March 17 meeting may even spark your interest in attending one of the regular Toastmasters meetings, which are held the first and third Tuesdays of every month. You're always welcome.

Safety Courses Offered

The University of Southern California (U.S.C.) will offer three different safety courses in Crystal Plaza Building No. 6 in Arlington, Va., March 30 through May 22. These professional courses are for all personnel seeking "state-of-the-

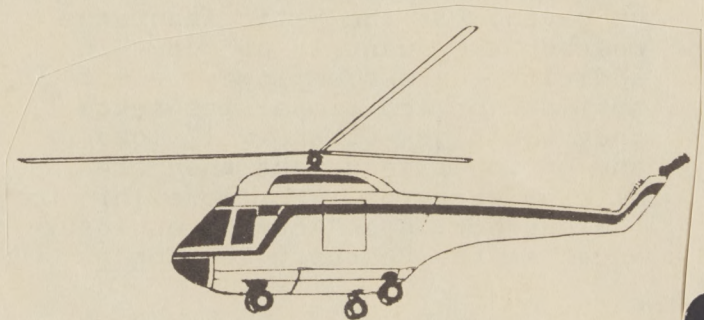
art" competence and future advancement in the safety disciplines as well as the related occupational safety and health fields. Classes will be held two nights a week from 5:30 to 8:30, either on Mondays and Wednesdays or Tuesdays and Thursdays, depending on the course selected. Registration is now open by mail. For further details and an information kit, call 521-5025 or write to: U.S.C. Safety Center, 5510 Columbia Pike, Arlington, Va. 22204.

Awards and Rewards

The Logistics Service has presented Special Achievement Awards to William Burgess, Deborah Hill, Rosario Milograno, Beverly Pell, Lois Reitz, Pamela Wingert and Quality Within Grade Awards to Jeanne Martin, Charles Williams, Wilbert Brown, Mary Hoppe, Grover Russman and Dell Loftis.

'Red Arrows' Coming

As announced in last week's Intercom, the Royal Air Force's Red Arrows will be in FOB-10A this week. The acrobatic team will be featured in a 20-minute film scheduled for the third floor auditorium on March 19 at 11:30 a.m.





U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

The News in Brief

The instrument landing system (ILS) at T.F. Green State Airport in Providence, R.I., shut down automatically on a cloudy day recently after vandals broke into an FAA building and tampered with the equipment. To enter the building, the intruders broke a fence and ripped a lock off the building's door. Although service was restored by Airway Facilities technicians in less than an hour, eight planes had to land using the VOR/DME nonprecision approach system. Noting this, Frank Marley, chief of the airport's Airway Facilities office, pointed out that "the vandalism constitutes a felony under Federal law and is punishable by a fine of up to \$10,000 or 20 years in prison or both." ● 1980 was something of a "no growth" year from an air traffic standpoint. In fact, aircraft operations dipped slightly at major airports and the en route centers. A year-end review of operations at 22 select major airports showed an overall decrease of two percent from 1979 with only five locations handling increased traffic. They were Atlanta, Dallas/Ft. Worth, Greater Pittsburgh, Seattle, Tacoma and Chicago Midway. Similarly, the centers recorded a one percent drop in operations, with only Ft. Worth, Atlanta, Oakland, Denver and Salt Lake City showing gains. ● All that talk about Federal retirees living the Life of Riley is (See page 2)

DOT Asks Congress For Renewed Airport Aid Program

The Transportation Department has sent the Congress proposed legislation that would reinstitute the airport grant program and modify aviation user charges. The bill would provide \$450 million for airport grants for each of the fiscal years 1981 through 1986 for a total of \$2.7 billion. However, the 21 busiest airline airports would not be eligible for funds and the next 20 busiest would lose eligibility after FY 1982. The bill would permit these airports and others that might elect to forego Federal aid to raise money for needed improvements through imposition of a head tax on air travelers. Other provisions of the proposal would increase the airline passenger ticket tax from five percent to six and a half percent and impose graduated taxes on aviation gasoline and jet fuel used in non-commercial flying. They would begin July 1 at 12 and 20 cents per gallon and rise each year thereafter on October 1. It also would "very significantly increase the extent to which the costs incurred by FAA are paid from the Airport and Airway Trust Fund." Finally, the bill would authorize \$2.57 billion in the FY 1981-86 period for the agency's facilities and equipment program and \$725 million for research and development.

Briefs (From page 1)

a bit exaggerated, according to the Office of Personnel Management. As of September 30, 1980, OPM figures showed 1,247,886 Federal retirees pulling down an average monthly annuity of \$918. That's just about \$11,000 per year. • The National Transportation Safety Board will hold a public hearing April 7 on the Cascade Airways Beech 99 that crashed at Spokane International Airport last January. Five passengers and both pilots died when the commuter airliner crashed 4.5 miles short of the runway while attempting an instrument approach. The hearing is expected to run three days.

Flow Control Saves Fuel

A rose is a rose is a rose, Gertrude Stein once wrote to emphasize the immutability of this species, but the same cannot be said of air traffic delays. Some delays are more expensive than others. This point was brought out in a recent FAA report on air traffic delays during 1980. The report showed a seven percent drop in delays of more than 30 minutes when compared to 1979, but, more importantly, it cited a dramatic shift in the mix of arrival and departure delays over the past eight years. Arrival delays, which often involve aircraft burning up costly fuel in airport holding patterns, have been cut almost in half, going from 78 percent in 1972 to 40 percent in 1980. The change is attributable in large part to the use of flow management procedures in which aircraft take their delays on the ground at their departure airports. As a result, departure delays jumped from 18 percent of the total in 1972 to 58 percent in 1980. The report says one-quarter of the departure delays occurred when fuel management procedures were in effect.

Teamwork Spelled A Safe Landing

Blowing snow had reduced visibility to zero and the helicopter pilot told the Philipsburg, Pa., tower that it was "impossible to navigate." Nonetheless, with the help of specialists at the Philipsburg, Pa., FSS, who teamed up with the Airway Facilities Sector Field Office and the airport manager, the pilot was guided to a safe landing on the snow-covered field at Mid-State Airport. Specialist Thomas Johnson was working the inflight position when the 'copter pilot radioed his condition. Specialist James Gregg on the direction-finding equipment (DF) quickly supplied an initial heading, and the 'copter began to inch toward the field. At the same time, SFO chief Rudy Chrobak went out into the blizzard and, after turning on headlights and flasher, swung his maintenance truck so it was facing the lost aircraft. Airport manager Norm Bean radioed to say he would listen for the 'copter from a plow on the runway. As the aircraft moved hesitantly toward the field, Johnson also went out in the weather to listen for the rotor sound. From the sound, the specialists determined the distance of the aircraft and, from the DF, its direction. In this way, they were able to guide the pilot until he could see the headlights and then the runway. From there, a safe landing was a piece of cake, and the pilot told his rescuers, "You saved my life." During the month of February, 190 flight assists were reported--79 by flight service stations 83 by towers and 28 by centers. There were a total of 393 people reported on board the aircraft involved.

Postage Rates Increase

One million dollars is what the postage rate increase, which went into effect March 22, will cost FAA. Last year, the agency's postage cost was over \$6 million. This year, it will climb to at least \$7 million with the new postage hike. However, the Office of Management Systems points out that postage costs can be reduced considerably if offices do not send an excessive amount of copies to field facilities. Changing the frequency of scheduled publications also will reduce costs. For example, sending a publication every four months, instead of three, would reduce postage costs by 25 percent.

Look, Ma, No Hands

The pilot was bringing his sailplane in for a landing when he saw another pilot driving an automobile down an active runway in a rather unusual manner. But, here, let the glider pilot tell the story: "He was sitting on top of his sunroof-equipped car; steering with his feet. His young daughter was operating the gas pedal. He was driving erratically--swerving from side to side of the runway. I was on base for landing in a sailplane. As I turned final, the car and driver turned onto the runway and drove in my direction at about 25-30 miles per hour. I had to close my dive brakes and zoom over the car, landing beyond same at far end of the runway." The glider pilot subsequently filed a report of the incident with the NASA-run Aviation Safety Reporting System. However, the report was "de-identified" by NASA in accordance with standard operating practice, so we will never know the name of the guy on top of the car or the glider pilot either. Maybe it's just as well.

New DOT Team Forming

The arrival of the Reagan Administration in Washington has produced a number of top-level management changes at DOT. So far, three sub-cabinet posts have been filled in addition to the appointment of Darrell Trent as Deputy Secretary. Judith Conner is the new Assistant Secretary for Policy and International Affairs. She held similar DOT rank in the Ford Administration and most recently was an officer of Pan American World Airways. Lee Verstandig has taken over as Assistant Secretary for Governmental Affairs after working on Capitol Hill as an administrative assistant to Senator John Chafee of Rhode Island. And John Fowler has moved from the position of vice president and chief financial officer of the Reading Company to become the DOT General Counsel.

Insurance Reminder

At the risk of being a nag, the Office of Personnel and Training again wishes to remind all eligible FAA employees that they must fill out a Federal Employee's Group Life Insurance (FEGLI) election form by March 31. Those who want an insurance package must fill out the form and indicate what they want. Those who do not wish to participate must fill out the form and waive coverage. Otherwise they will automatically receive basic insurance, and the payments will be deducted beginning on the first full pay period in April. Personnel and Training reiterates, "After you have considered carefully the information provided in the FEGLI booklets, fill out the election form and send it to your personnel office today."

Bikes May Be Allowed To Ride Subway

Bike riders may be able to take their bikes on METRO subway trains this spring. If METRO's Revenue and Operations Committee okays the plan, bikers will be able to start excursions to the country by riding METRO to the end of the line. Bikes would probably be restricted to the last car of trains and only allowed during non-rush hours on weekends. Also riders probably will be required to see a safety training film and obtain permits costing from \$3 to \$10 per bicycle, per year.

Bloodmobile Returning

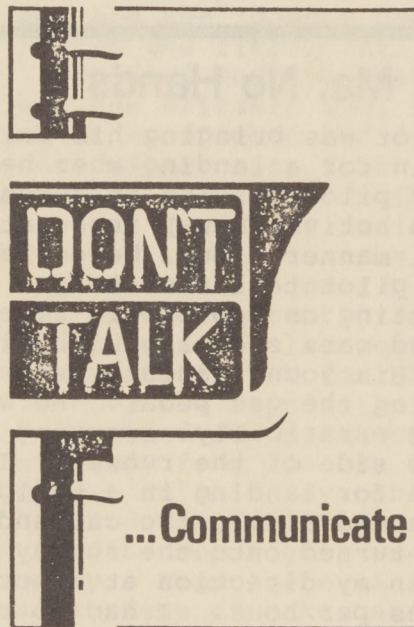
By popular demand, the Bloodmobile is moving back to the fifth floor of FOB-10A. It will be there April 6 and 7 to give all FAAers a chance to save a life. To sign up ahead of time, see your office coordinator.

Parking Fees Suspended

The latest word on fees for Federal employee parking is that they have been suspended indefinitely. Employees should not send the DOT accounting division money for April parking. At this time no decision has been made on refunds or the reinstatement of fees. However, the situation right now is indefinite and could change at any time.

Toastmasters Teach

Never before has there been more emphasis on one's ability to speak, listen and think effectively... whether at home, on the job, or in the community. Federal Toastmasters #1037 will help you develop your abilities in each of these areas. Federal Toastmasters #1037 meets every Wednesday from 12 noon to 1 p.m. at the Nassif Building. For details, call Dean Klinger on x61080, or Paul Stieger on x64650. (Note to readers: FAA has its own Toastmasters Club that meets the 1st and 3rd Tuesdays of every month in the FAA building, usually in rooms 5ABC.)



Awards and Rewards

The Office of Public Affairs has presented a Quality Increase award with Outstanding Performance to Margaret E. Callan, Annie D. Catlett and Josie M. Clark.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

The News in Brief

FAA and PATCO will resume contract negotiations on April 8. This will be the third bargaining session between the two parties. The current contract remains in "full force and effect" pending the negotiation of a new agreement. • During the next 90 days the National Telecommunications and Information Administration (NTIA) will be conducting a survey of FAA telephone activities at headquarters and selected regions and centers. Aims of the survey are twofold. First, by interviewing employees, it will identify sensitive information that is being relayed over the telephone or radio. Second, it will study the vulnerability to interception of the telephones being used. The conclusions of the survey will be included in a report to the Administrator. • Vandals continue to cause problems for FAA at air navigation facilities. The latest example occurred at the Kitsap County Airport, near Bremerton, Wash. Vandals broke into locked containers and stole high intensity flasher light units, which are integral parts of the airport's instrument landing system. George H. Lewis, Chief of the Northwest Region's Civil Aviation Security Division, said vandals use the \$700-per-unit lights as decorations or as conversation pieces. And he noted that anyone caught with a stolen light unit will get all the conversation he or she can handle. (See page 2)

FSS Modernization Alive and Well

Budget cuts or no, the Flight Service Station Modernization program is scheduled to continue on course in FY 1982. That's the word from DOT Deputy Secretary Darrell Trent, who pointed out that \$49.8 million is included in the FY 1982 budget request to continue the FSS automation program and "initiate a multi-year program to modify, expand, or—where necessary—to construct (FSS) buildings at selected airports having significant general aviation activity." Testifying before the House Appropriations Subcommittee on Transportation on March 23, Trent said a companion effort is underway using research and development funds to further enhance the FSS system through the use of pilot self-briefing equipment. He noted that these should be available for production in 1984.

N.Y. TRACON Dedicated

The New York TRACON was formally dedicated March 27, two and one-half months after it went on line. Eastern Region Director Murray E. Smith presided at the dedication ceremonies with Administrator-designate J. Lynn Helms and former Administrators Langhorne Bond and James Pyle at his side. They were joined by (See Page 2)

Briefs (From page 1)

● Administering FAA's Aviation Safety Reporting System has highlighted the problem of human error in aviation for technicians at the National Aeronautics and Space Administration's Ames Research Center. To study the problems more thoroughly, the center plans to construct a human factors research facility. Scheduled for completion in 1983, the \$7.5 million facility will have two flight simulators. One will be a replica of a cockpit in current air carrier aircraft, and the other will represent a cockpit of the future. ● The agency has issued a transport category type certificate for the new transcontinental Learjet Longhorn Model 55. The aircraft is a twin-jet corporate aircraft seating 10 passengers and two pilots. It has a coast-to-coast range and a cruising speed of about 500 miles per hour. It is the largest business jet produced by Lear and will sell for \$4 million. ● A controller has received a letter of removal for leaving the tower at Kent County International Airport, Grand Rapids, Mich., unstaffed during his one-man watch. According to tower chief Richard Wheaton, the controller was away from his duty post for about 35 minutes. While he was away and the tower was empty, a Republic Airlines jet landed. After the airliner called the tower and got no answer, it landed safely with the aid of controllers in the Chicago Center. The controller may now appeal his removal.

M.T.S. Celebrates Tenth

The FAA Management Training School at Lawton, Okla., celebrates its 10th anniversary in April. Founded in the wake of the 1970 controllers' strike in order to upgrade the skills of supervisors, the school

has graduated approximately 37,000 FAAers. MTS started out as a contract operation with the buildings leased from Cameron University and most of the instructors on the University of Oklahoma payroll. The original plan called for converting the operation into an exclusive FAA affair in one year, but the conversion was scrapped due to a budget squeeze and the original arrangement has prevailed. Once again, the training school is feeling effects of a tight budget. The number of courses offered and the number of students in attendance have been substantially reduced during the last several years. Right now travel restrictions also have cut the MTS student population. However, Program Manager Henry Budde says the future of MTS is assured.

TRACON (From page 1)

Congressmen Raymond McGrath of New York, TRACON Chief Charles Stafford, Airways Facilities Sector Manager Fred Liebe, Supervisory Air Traffic Control Specialist Harry Breimann, and New York Center Chief Lou Pol, Sr. Also on the podium were Lou Pol, Jr., who handled the first plane at the TRACON, and Allen Isakowitz, who handled the first and last aircraft at the New York Common "I" over a period of twelve and a half years and more than 12 million aircraft. Following the ceremony, Helms spoke at a "Salute to Aviation" luncheon and left no doubt that he's happy to be with FAA. The Administrator-designate told his audience that he has flown all over the globe but said "nowhere in the world is there a team of equal dedication to service, efficiency and safety that matches our own here in the U.S." He added that he was "proud" now to be part of that team.

FAA Begins Computer-Based Instruction in Field

Starting this fall the agency will make a limited number of FAA Academy courses available to certain airway facilities sectors, thereby somewhat reducing current requirements for travel to the Academy. Each participating sector will receive a complete set of equipment including a video monitor and video tape recorder, an audio tape/slide projector, an electronics training lab kit, manuals and workbooks, an on-line CBI terminal, and specially-designed carousel. Students will sign onto the CBI terminal to receive their lesson assignments and take tests. A typical lesson assignment might be to look at a specific video tape or slide tape, read a section of a workbook, take a computer-assisted instruction lesson, or perform an electronics lab experiment. An Academy instructor will be available to answer questions via the telephone or the CBI terminal. The next article will describe the kind of courses that will be coming available.

First Female Navigator Checked Out by FAA

The first FAA-certificated female flight navigator was recently checked out by Bob Morrison of the New York Air Carrier District Office. She is Karen Cox, who flies with the hurricane hunters from the Miami office of the National Oceanic and Atmospheric Administration (NOAA). She took her check ride from Morrison, who is one of the agency's few navigation specialists and covers the whole East Coast, in a C-130 on a flight over the Gulf of

Mexico from Miami to San Antonio. Cox is a NOAA Corps Officer, a graduate of Kings Points Merchant Marine Academy and the Air Force flight navigation course at Mather AFB in Sacramento, Calif.

Women Controllers Convene

All FAAers are invited to attend the Professional Women Controllers (PWC) 3rd Annual Convention at the Adam's Mark Hotel in Houston on April 23-27. The agenda includes various get togethers, workshops, officer elections, awards banquet and a grand tour of the NASA Johnson Space Center. For additional information, call Jane Moller (713) 789-0641.

ICAO Seeks Experts

The International Civil Aviation Organization has 15-month jobs open for a quality control expert and an aircraft propulsion engineer in Sao Jose dos Campos, Brazil. Salary is \$38,190 with a tax-free net of \$24,298 to \$26,299. In addition to basic salary, employees will be eligible for allowances. Applications for both jobs are due in API-19 by September 15. Additional information is available in servicing personnel offices.



Alcoholism, Drug Abuse Help Available

Lisa Adams of the Personnel Management Operations Division, APT-100, has been named the FAA Headquarters Alcoholism and Drug Abuse Coordinator. She will help locate treatment and rehabilitation facilities within the Washington community for employees with alcohol or drug problems. Both employees and/or their supervisors are encouraged to contact Adams for information or assistance. She may be reached between 10:00 a.m. and 2:00 p.m. in room 512D or on 472-6269. The confidentiality of referrals is protected by law.


Museum Celebrates Fifth

The Air and Space Museum will be celebrating its fifth anniversary from July 1 to 5. The July 1 kick-off of the observance will see the Museum remaining open until midnight for a public birthday party. Activities will include free showings of the IMAX films, "To Fly" and "Living Planet," as well as continuous free showings of the Museum's planetarium presentation, "New Eyes on the Universe." Between shows patrons can help themselves to birthday cake and coffee. Also, on July 1, "Jet Aviation," a new, major exhibit gallery will be opened. In the new gallery will be a Messerschmitt Me 262, the world's first operational jet fighter; a McDonnell FH-1 Phantom, the world's first shipboard jet fighter; a Lockheed XP-80, the first U.S. operational jet fighter and a Bede BD-51, a general aviation jet plane. In addition, a large mural painted by aviation artist Keith Ferris will be displayed for the first time in the new gallery.

A Chance to Save a Life

FAAers will have another chance to give blood and save a life next week. By popular demand the bloodmobile is being set up on the fifth floor. In this way, it will be hard to miss. Remember blood is like a parachute: if you don't have it when you need it, you'll never need it (or anything else) ever again.



The 
BLOODMOBILE
is
Coming!!!

Date: MONDAY AND TUESDAY, APRIL 6 and 7

Time: 9:30 A.M. - 3:30 P.M.

Place: Fifth Floor = 5 ABC - FOB-10A

AMERICAN RED CROSS



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

Experts Back FAA Collision Avoidance Approach

The idea that there is a cheap, off-the-shelf "black box" that can be installed immediately in aircraft to give them absolute protection against midair collisions is a myth. That's the conclusion of a "blue ribbon" study of collision avoidance systems conducted for FAA by a panel of independent experts. Dr. Harry Davis, who directed the study, said he was distressed to turn on CBS "60 Minutes" and hear Mike Wallace say "we still don't have a device we can put in airplanes to prevent midair collisions." Dr. Davis called that the "black box syndrome," the idea that a single device by itself can solve the midair collision problem. "Devices are parts of a system," he noted. "We want a collision avoidance system, not a device." Testifying before a Congressional subcommittee last week, Dr. Davis endorsed FAA's Aircraft Separation Assurance Program, which combines both ground-based and airborne collision avoidance elements. He said, "The Panel feels that the FAA team is on the verge of achieving a viable collision avoidance system. While much remains to be done, we feel the time is ripe to speed up the process." Dr. Davis, who is a former Deputy Undersecretary of the Air Force, has headed his own consulting firm in Arlington, Va., since 1973.

Panel Studies Age 60 Rule

A National Academy of Sciences panel that spent 10 months studying the FAA rule requiring airline pilots to quit flying at 60 has found no medical basis for linking retirement to chronological age. The 21-member panel organized by the academy's Institute of Medicine said, "present knowledge is still too limited to permit a medical examination program that would detect all the aging-related changes that might be of importance to pilot safety and performance." It conceded that at least some pilot skills deteriorate with age, but said there is a great variation among individuals within any age group. What FAA should do, the panel noted, is develop a battery of medical tests that would weed out medical risks at all ages. It said the present semi-annual physical check-up required for airline pilots should be less frequent but more thorough to detect possible crippling or incapacitating illnesses or tendencies. And it called for a thorough analysis of health data for pilots both over and under 60 in an effort to predict when chronological age increases the risk of accident and who is most likely to be affected. The panel's report is the first step in a review of FAA's "Age 60" retirement rule ordered by Congress in December 1979. The panel's report now goes to the National Institute of Aging of the National Institutes of Health, (See page 2)

Age 60 (From page 1)

which will hold a series of public hearings on the subject beginning later this month. A report is scheduled to go to the Congress by September 1, recommending whether the "Age 60" rule should be abolished and what, if anything, should replace it.

Where Are They Now?

Former Associate Administrator for Airports Robert Aaronson has been named Director of Aviation for the Port Authority of New York and New Jersey. This means he will be responsible for the operation, promotion and planning of Kennedy, LaGuardia, Newark and Teterboro Airports, as well as the two Port Authority heliports. But this will not be all new territory for him. Prior to joining the agency in February 1978, he was Administrator of Aviation for Maryland's Department of Transportation and was responsible for "Friendship," now Baltimore-Washington International Airport. Meanwhile, Roland Eckert, who came to Washington with Administrator Bond as his Special Counsel and then was Director of International Aviation, has returned to the Illinois Department of Transportation as its General Counsel. He worked as an attorney in the General Counsel's Office before the move to Washington in May 1977.

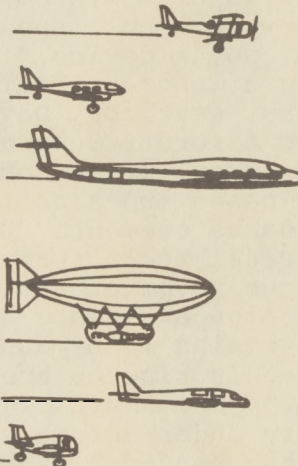
Supervisors Organize

A new supervisor's committee called Supcom, was convened last month when 33 ATC supervisors met with Air Traffic Service Director Raymond J. Van Vuren and his staff at FAA headquarters. The 33 supervisors came from all 11 regions, representing each option--center, tower

and flight service station. During the meeting, officers for the new organization were elected. They are: Max Hall, Salt Lake City Center, chairman; Jess Moton, Atlanta Tower, first alternate; and Charles Bono, Houston Center, second alternate. Committee members also discussed problems encountered by supervisors in the field, such as those pertaining to training, communications and general operational supervision of the ATC system.

Employees Responsible for For Unused Tickets

The Office of Accounting and Audit reminds employees that they are responsible for the cancellation of travel reservations when their trip is scrubbed or postponed. If this is not done within the specified time limits, the employee may have to pay for the unused reservations. So, the travel office should be notified immediately of any change in travel plans. Also, if discount coupons were issued with the reservations, AAA says a record of these coupons should be made before they are surrendered. This record should be included with the travel voucher.



Watch Those Telephone Calls French World Jobs Open

DOT currently is conducting an all-out campaign to reduce the costs of long-distance telephone service. Employees are reminded that they must use FTS instead of commercial long distance whenever possible. Moreover, DOT notes that a little advance planning will help keep calls short and to the point. And it should go without saying that FTS is for official government business calls only. An employee who must make a personal long distance call during business hours should dial nine for an outside line, then zero, and then the area code and number he or she wants. The operator will come on the line next and can be given the home telephone number of the person making the call. In this way, the employee will be billed by the telephone company and not disciplined by the Federal Government.

Facts of Flight

The greatest altitude from which anyone has ever jumped without a parachute is 22,000 feet. Lt. I.M. Chisov of the U.S.S.R. fell from an Ilyushin Il-4 in 1942, striking the ground at the edge of a snow-covered ravine and sliding to the bottom. He sustained severe spinal injuries and a fractured pelvis. Physics tells us his body was falling 117-185 miles per hour when he crashed. Much luckier was Flight-Sergeant Nicholas Alkemande, R.A.F., who jumped from a blazing Lancaster bomber over Germany in 1944. His headlong fall was broken by a fir tree and he landed in an 18-inch snow bank without a single broken bone.

For those interested in living in French-speaking countries, the International Civil Aviation Organization has seven two-year jobs open in Montreal and one in Paris. In Montreal, there are openings for a Ground Branch chief, salary \$43,890 with a tax-free net of \$26,931 to \$29,245; a language officer translator (French), gross \$23,910, tax-free net, \$16,978 to \$18,193; a language officer reviser (French) and Publications Section chief, both with salaries of \$29,940 and tax-free nets of \$20,209 to \$21,756. Applications for these four positions are due in API-19 by May 5. Also in Montreal are openings for an appointment officer, salary \$19,040 with a tax-free net of \$14,149 to \$15,096, application due in API-19 by May 12; a terminology officer, salary \$23,910 with a tax-free net of \$16,978 to \$18,193; and a Field Procurement Service Unit chief, salary \$29,940 with a tax-free net of \$20,209 to \$21,756. For these two jobs, applications are due in API-19 by May 22. In Paris, the job opening is for a technical officer, RAC/SAR. Salary is \$29,940 with a tax-free net of \$20,209 to \$21,756. The application for this job is due in API-19 also by May 22.

FAA Set for Shuttle Flight

FAAers are ready for the flight of Columbia. If all goes according to plan, controllers at the Miami and Los Angeles Centers will be involved in the first flight of the space shuttle. Miami controllers will make sure that airspace around Cape Kennedy is clear for the planned April 10 launch, while L.A. controllers will clear a final approach corridor for the reusable shuttle's landing at Edwards AFB in California.

A Park Is Coming?

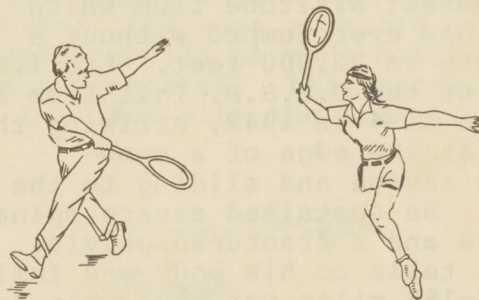
Some people never learn and some optimists are incurable. So maybe Intercom is incurable, but we have another optimistic report about that grand park on the other side of "C" Street, behind FOB-10A. According to the Contracts Division of the National Park Service--the people ultimately responsible--a new contractor is being sought even now. Within a month, the wheels should be turning within the fallow plot, and the path from "C" Street to the nice new stairs on Seventh Street should be soon thereafter. By the late spring, the planting should be in and the sod unrolled in place. Right now Intercom will not even make a prediction about that legendary drinking fountain or remind you that, according to schedules previously published, we've been drinking from it for months.

Awards and Rewards

The Airway Facilities Service has presented awards to the following employees within the last six months: Special Achievement = Herbert Greenberg, Warren F. Anderson, Phyllis Vallario, Jack Nager, James Janke (AGL-400), Deborah F. Fridie, Glenn Yotti, John C. Owens, Keith Graber and Robert Demott; Group Award--Special Achievement - James T. Tracy, Robert Johns (ARD), Valgene White (ARM), Charles Larue (ARD), Adam J. Falato, Lester L. Prosser and Thomas Hom. Also, a Quality Increase was presented to Donald C. Shaklee.

Good News and Bad

Remember the old joke about the man who unfortunately fell out of an airplane? Fortunately, he had a parachute; unfortunately, it didn't open... etc. Well, Trent S. Cummings, Chief of the Gulkana, Alaska, FSS, reports that a local accident had a similar script recently. A pilot was making a landing on a hilltop 15 miles southeast of Eureka. Fortunately, he landed safely despite rugged terrain. Unfortunately, the sun got in his eyes as he was taxiing and he taxied off the edge of a 300-foot ravine. Fortunately, the pilot was able to attain flying speed and level off the aircraft. Unfortunately, he was headed directly towards the opposite side of the ravine. Fortunately, he had just about enough room to turn. Unfortunately, his wing-tip hit the wall just as he was completing the turn, causing the aircraft to crash into the ravine with substantial damage. Fortunately, no one was injured and the pilot has quite a tale to tell to his grandchildren some day.



Tennis Tryouts Scheduled

DOT Tennis Team tryouts for advanced and good intermediate players will be held--pre-season, Saturdays in April; During the season, before team matches (Tuesdays or Fridays), May through August. To sign up for a tryout, contact Mike Child, (Nassif) 472-4770, Akira Kondo (FOB-10A), x63374 or John Painter (TRPT), x61883.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

The News in Brief

J. Lynn Helms was confirmed by the Senate as FAA Administrator on April 8. He's expected to take the oath of office the week of April 12, but no firm date had been set as Intercom went to press. • Air traffic delays over 30 minutes were down 8.2 percent for the first three months of 1981, as compared with the same period in 1980. Weather-related delays accounted for 80 percent of the 1981 total in contrast to 87 percent last year and the historical average of about 85 percent. • The Fort Worth Center is making noises like it wants to be No. 2 in the center rankings. It's moved from the seventh busiest in 1978 to fourth in 1980 to second so far in 1981. Maybe everyone is moving to the Sunbelt, because overall center operations were off one percent in 1980 and were down another one percent in the first quarter of 1981. • Low-level wind-shear alert systems are being installed at airports around the country at the rate of one a week. By this fall, 34 additional systems are expected to be operational, bringing the total operational systems up to 58. The system detects hazardous low-level windshear by continuously comparing the winds around the periphery of an airport with the wind measured at the center of the field.

A. F. Election Set

Airway Facilities employees will vote in July on a national bargaining unit to represent them in negotiations with the agency. The candidates are the Federal Aviation Science and Technology Association, which currently is the national bargaining agent for 85 percent of the A.F. workforce, and the Professional Airways Systems Specialists, which represents the remaining 15 percent but has only local recognition. Employees also can cast a ballot for no union at all, if they wish. The election will be conducted on site at 18 en route centers, 17 major airports and the New York TRACON. The remaining A.F. sectors will use mail ballots, which must be returned no later than July 9. All ballots will be counted on July 15.

Fenello Picked for Deputy

President Reagan has tapped a former airline pilot and airline executive to be the FAA Deputy Administrator. He is Michael J. Fenello, who flew for Eastern Air Lines for almost 20 years before moving into management. He was Vice President for Systems Operations and Safety when he retired from Eastern earlier this year. Fenello also flew for the Navy during World War II and holds both B.S. and M.A. degrees. His nomination now goes to the Senate for approval.

Computer Based Instruction Coming on Line

Equipment and courses for computer-based instruction are in the process of being sent out to the field. The Springfield, Mo., and Long Beach, Calif., Airway Facilities Sectors already have received most of their CBI equipment. The Jacksonville, Fla., and Baltimore, Md., sectors will get theirs in June, and 36 other sectors are scheduled to receive theirs in late September. By October, the first course, covering Electrical Principles, will be available. It will be sent over telephone lines and picked up by the new equipment. Shortly after the first course, the ATCBI-5 and Back-Up Emergency Communications (BUEC) courses and the theory portions of the ARTS II and Electronic Technician Qualification courses will "come on line." The Common Principles and Common Visual Landing Aids courses and the theory portion of the Communications Equipment course will become available in the spring of 1982. Students will take the courses in their sector or, depending on cost considerations, will travel to the Academy to take them. In subsequent Intercom articles, the Office of Personnel and Training will explain further how this new system will work and what it will be like to take a CBI course.

No Mace Allowed

The chances of being mugged on an airliner are just about nil, so FAA is advising air travelers to leave their mace and similar incapacitating sprays at home. In fact, the agency says passengers face tough penalties for trying to bring these substances on board an airliner. Since mace and the like are classified as both dangerous weapons and hazardous materials, offenders are

liable under the Federal Aviation Regulations, which prescribe a maximum civil penalty of \$1,000, and/or the Hazardous Materials Regulations, where a fine of \$25,000 is possible along with or in lieu of a five-year prison sentence. FAA issued the warning because of a sharp increase in the number of mace and other spray containers being detected at airport screening points. There also was a recent in-flight "shoot out" between two parties armed with mace.

RIF Explained

The revised FY 1981 employment ceilings that have been in the news lately mean that a reduction-in-force (RIF) will be necessary in parts of the agency to enable FAA to get down to the required level before the end of the fiscal year. FAA management is currently determining where and in what programs these reductions must be made. The FY '81 employment ceiling is 51,786 as compared to 54,460 in FY '80, a difference of 2,674. However, FAA management believes that attrition will account for a large percentage of the staffing reductions. Procedures for the RIF are too complicated to summarize here, but they are contained in Order 3350.2B, Staffing Adjustments and Reduction-in-Force, which has just been revised to incorporate technical changes required by the Civil Service Reform Act (CSRA). With the exception of a CSRA requirement to give special retention standing to 30-point "compensable veterans," none of the changes has a significant effect on the agency's RIF process. Through Intercom, FAA management will attempt to keep all employees informed of progress on the RIF as important events occur.

NAATS Rejects Agreement

The National Association of Air Traffic Specialists, the union representing some 3,800 flight service station specialists, has voted not to ratify a tentative contract settlement reached with the agency in early February. By a unanimous vote of its ratification committee, the union rejected an agreement that was scheduled to go into effect April 15. NAATS President Larry Cushing told FAA that the union wants to resume negotiations as soon as possible. Meantime, the existing contract, signed in November 1976, remains in effect.

GSA Proposes Moving Allowance Hike

The General Services Administration has proposed higher relocation allowances for Federal employees transferring to a new job "in the interest of the Government." GSA said it is taking this action because of complaints by Federal agencies that financial hardships on employees were making it difficult to get well-qualified and experienced personnel to relocate. The proposals would hike the amount allowed an employee for the sale of a residence to \$15,000 or 10 percent of the sale price (whichever is less) from \$8,000 or 10 percent. And the limitation on reimbursable expenses for the purchase of a residence would jump from \$4,000 or 5 percent of the purchase price to \$5,000 or 10 percent. Also increased would be the expenses allowed while living in temporary quarters, and the maximum time allowed for a house-hunting trip would be extended from 6 to 10 days.

Just Another Save

Stop us if you've heard this one before: The pilot was lost, visibility was marginal in snow showers, radio equipment was inadequate, fuel was low, the carburetor was icing up and the only passenger, to add a touch of drama, was the pilot's son. In short, all the ingredients of a fatal accident were present, and only the intervention of the Parkersburg (W. Va.) Tower prevented the tragedy. When the pilot first called for help, the plane was too low to be seen on radar, so controllers used direction-finding equipment to pinpoint its location. And with the DF and geographical references, the aircraft was coaxed through violent turbulence and snow squalls to a safe landing at Parkersburg, 35 tension-filled minutes after his first call for help. During the month of March, 223 flight assists were reported—81 by flight service stations, 115 by towers and 27 by centers. There were a total of 420 people reported on board the aircraft involved.

More Reports Available

The agency has published another long list of aviation-related scientific and technical reports. This one has 107 titles, none of which stands much chance of being made into a TV mini-series. But they do include such subjects of interest to FAAers as aircraft safety, airports, air traffic control, approach and landing systems, aviation medicine, communications and weather. Employees can get copies of the list from the Office of Public Affairs, APA-300 (202/426-8521). Individual reports may be ordered from DOT, M-443.1, 1725 - 15th Street, N.E., Washington, D.C. 20005. Include both title and report number.

Private Pilot Ground School Set

The FAA Flying Club will conduct a private pilot ground school in Room 8A and B, FOB-10A, on Mondays and Thursdays from 6:00 to 8:00 p.m. for seven weeks starting April 16. The course is open to anyone interested in becoming a private pilot. Tuition for the course is \$25. This can be applied toward membership in the club if desired. Students will also be required to purchase a textbook and individual supplies. For registration and additional information, contact Thomas Williamson, x60986, or Tim Helsing, evenings, 546-0987.

Have Yourself a Ball

Want to break out of the winter doldrums, enjoy exciting outdoor activity, get a little exercise, and overall have some fun, then you should S-P-R-I-N-G into women's softball by contacting Coach Don Blazer, x68798. First practice is scheduled for April 18, 11:00 a.m. to 12:30 p.m. at the West Potomac Field Number 11, by the Memorial Bridge, same as last year.

Thanks for the Blood

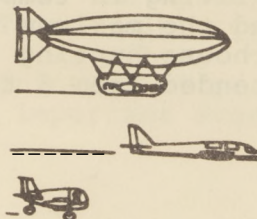
The visit of the Red Cross Blood-mobile to Washington Headquarters on April 6 and 7 produced another outstanding turnout. More than 100 employees showed up and donated their blood, enabling the agency to meet its quota once again. Because of the superb support, the program coordinators wish to thank each and every donor. They also would like those donors who have given five gallons or more over the years to contact Helen Wisner in the Clinic on x63252.

Airlift Veterans Honored

A monetary Special Achievement Group Award has been approved for three FAA Air Marshals and two former FAA police officers who served as Special U.S. Marshals during the May - June 1980 airlift of 61,000 Cuban refugees from south Florida to various resettlement centers. The air marshals are Don Blazer, Hector Gonzalez and Walter Korsgaard of the Office of Civil Aviation Security. The police officers are Bonnie Giampietro and Kaspars Videnieks. All distinguished themselves throughout the difficult assignment and previously received Certificate of Achievement plaques from former Administrator Langhorne Bond. In addition, Giampietro and Videnieks have been selected for upward mobility assignments in FAA headquarters in the Airway Facilities Service and the Office of Aviation Security, respectively.

Handy Phone Numbers

Here are some handy telephone numbers that FAA employees might find useful in keeping up with the Washington scene. To order documents from the Government Printing Office, call 783-3238. To contact the office of any member of Congress, dial 224-3121. For information on the status of legislation in either House or Senate, try 225-1772. To find out what's going on at the White House, such as information on when a bill was signed or vetoed, call 456-2226.



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

Headquarters Intercom

The News in Brief

So far, 1981 is shaping up as something of an "instant replay" of last year's outstanding safety record. In fact, it's looking even better through the first three months. Preliminary statistics compiled by the Aviation Standards people show general aviation with 265 fatalities in the first quarter, compared with 278 in 1980. Commercial aviation shows an even larger percentage gain with fatalities down from 44 to 29. Air taxis are the pace setters in this segment with fatalities dropping from 35 to 17. • The Presidential task force examining airline crew complements will hold public hearings the weeks of May 11-18 and May 27-29 at the DOT building in Washington, D.C. April 20 is the deadline for requests to speak at the first meeting and May 22 the deadline to speak at the rebuttal meeting. Requests should be addressed to the President's Task Force on Aircraft Crew Complement, Room 7405, 400 Seventh Street, S.W., Washington, D.C. 20590. • The Office of Personnel Management (OPM) has published new regulations and issued new guidance to agencies concerning the Federal disability retirement program. According to the new rules, applicants must not only be disabled for service in their current positions but also for service in any vacant position at the same grade or pay in the same commuting area of the agency. (See page 2)

Space Shuttle Fastest Thing on Radar

"I never saw anything move that fast on the radar before" is what John Clancy of the Edwards RAPCON said about last week's space shuttle landing. "Of course," he went on, "it was a kind of vague target. The Columbia has no transponder, and all we were getting was a primary radar return." Team supervisor Duane Rakotz also reported that the target was moving fast, but he wasn't sure how fast. "We were too busy making sure other airplanes stayed out of the way," he said. RAPCON deputy chief Ed Custer said employees, families and guests had a good view of the historic landing from the facility, which is on a hill overlooking the airbase. He also reported that the FAA building was shaken perceptibly by two sharp sonic booms while Columbia was making its approach.

Pay Hike Passes First Test

President Reagan's proposal for a 4.8 percent Federal pay raise in October of this year has been approved by the Senate Budget Committee. The 4.8 percent cost-of-living raise is now expected to be okayed by the House Budget Committee and subsequently by the full Congress.

Briefs

(From page 1)

In addition, agencies may now re-employ disability annuitants in any position for which they qualify without a medical examination or determination by OPM. • A low-cost marking and lighting system that could become the standard for unpaved runways throughout the country will be the subject of a May 29 government-industry meeting at the FAA Technical Center. Developed by the Tech Center, the system helps pilots locate grass and dirt runways from the air. Tech Center officials said the ultimate goal of the program is an FAA Advisory Circular that would be issued to all airport owners/operators. Such standardized guidelines would help eliminate the confusion pilots face when different methods of marking and lighting are used at different airports. (See FAA WORLD, December 1980, p. 18.)

OPM Set to Help

The Office of Personnel Management announced last week that special efforts will be made to find jobs for Federal employees affected by the government-wide reduction-in-force (RIF). Donald J. Devine, director of the office, said, "While the President is clearly determined to reduce the size of Government, there is no desire or intention to hurt individual employees." He then went on to outline programs being set up to help persons affected by the RIF. The first of these programs, which are already in operation, insures that vacancies within Federal agencies, whenever possible, will be filled by persons who lost their jobs because of the RIF.

ATC Procedures & Practices To Be Reviewed

At least one en route center and various other ATC facilities will be involved in a review of ATC procedures and operating practices called for by Administrator-designate J. Lynn Helms last week. "We need additional information to broaden FAA's decision-making base," Helms said. "We need to assess more definitively the interaction between air traffic control and collision avoidance systems." Information sought will include aircraft separation in relation to altitude and flight attitude (climbing, descending, level flight). The analysis is expected to be completed in less than a year.

TRACON to Cut Over

The Burbank, Calif., TRACON is now scheduled to cut over to a new building at 12:01 a.m., April 27. The new facility, built on a 1.96-acre plot at the airport, will house the latest ATC equipment, including ARTS III and solid-state air/ground radios. The tower, including the TRACON, is headed by Dean R. Cooper and is staffed by 52 controllers and 10 team supervisors.

Payroll Number Needed

During the week of April 27, a payroll report will be distributed to all employees whose salary check is going to a financial organization. All employees receiving these reports must verify the accuracy of their financial institution account number on the report. If there is discrepancy, they must advise their payroll offices.

FAA Plays Big Part In Awards Program

Nomination forms for the annual Flight Instructor and Mechanic of the Year Awards will be distributed by FAA district offices beginning next month. FAA also will support the industry-run program in other ways, such as participating in the selection of regional and national winners. In addition, the traditional national awards ceremony will be held at FAA Washington headquarters on October 15. Although FAA employees are not eligible for awards, they can submit nominations. The deadline for submitting nominations is August 17.

Spring Forward

Once again it's time to "spring forward" into Daylight Savings Time--"fast time". The official change takes place at 2 a.m. Sunday, April 26. Employees whose shift is shortened by the time change will be paid for seven hours, unless they take leave for the hour that is "lost," in which case they will be paid for eight hours. Where provided for in union contracts, they can elect to work an extra hour at the end of the shift. Daylight Savings Time will be observed everywhere in the U.S. except Arizona, Hawaii, American Samoa and the part of Indiana that lies in the Eastern Time Zone.

May, Buy Bonds Month

May is the month for the 1981 Savings Bond Campaign within the Department of Transportation, Secretary Drew Lewis has reminded all employees. He notes that buying bonds is "an excellent way to save for college expenses or for supplementing your retirement income."

Congress Replete With Pilots

The current Congress seems to have more than its share of pilots. Figures compiled by Air Line Pilot Magazine show 39 pilots in the 97th Congress, 10 of whom are listed as inactive. Twenty-six are in the House and 13 in the Senate. Congressmen Bill Chappell, Jr. (D=Fla.) and Robert K. Dornan (R=Cal.) and Senator Gordon J. Humphrey (R=N.H.) all hold active Airline Transport Pilot certificates. In addition, Senator Lloyd Bentsen has an inactive ATR. There's also one woman aviator on the list--Patricia Schroeder (D-Colo.), who has a private pilot's certificate. Other ratings include glider pilots, helicopter pilots, multi-engine pilots, one flight engineer and two spacecraft pilots--Senators John Glenn (D-Ohio) and Harrison "Jack" Schmidt (R-N. Mex.).

Human Factors Workshop To Concentrate on ATC

A human factors workshop that will concentrate on air traffic control issues is scheduled to be held at the agency's Technical Center, May 13-15. At the workshop, groups will study problems such as "The Controllers Role in an Automated Environment," "Technicians in Automation," "Impact of Transition on the Human--Near and Long Term," "Controller/Pilot Issues" and "Controller Performance as Affected by the Environment." Representatives of the aviation community and industry have been invited to the three-day session, which is the fourth in a series of agency-sponsored workshops designed to explore problems related to the human element in aviation.

Secretary Week Events Set

In observance of National Secretaries Week, the Office of Civil Rights, Federal Women's Program Task Force and the Office of Personnel and Training, Career Development Branch, will present the following events:

- A Team of Two - A time management workshop for supervisors and their secretaries, April 21 and 23, 10 a.m. - 11 a.m. or 2 p.m. - 3 p.m. each day in room 8ABC;
- The Secretary in the 80s - Ms. Barbara Young, Project Manager for the OPM Office System Center, April 22, 10 a.m. - 11 a.m., 3rd floor auditorium;
- A Tribute to Excellence - Recognition of outstanding headquarters secretaries for FY 1980, April 24, 10 a.m. - 11 a.m., 3rd floor auditorium.

Secretaries Honored

In observation of National Secretaries' Week, a number of headquarters secretaries have been selected to receive a special certificate in recognition of their administrative support to the agency from the Office of Civil Rights Federal Women's Program. The certificates will be awarded at "Tribute to Excellence" program which will be held in the FAA auditorium on April 24 at 10 a.m. Those who will receive the certificates are: Office of the Administrator - Christine M. Brentzel; Airway Facilities - Cynthia Sidney, Janice Y. Gibson, Judy L. Davis, Emilyne E. Yerby, Nancy J. Riley, Margaret A. Volk, Marion E. Peter, Beverly H. Pope, Judy Ann Jenkinson and Evelyn Smith; Air Traffic - Tina M. McClure, Janet H. Glivings, Carol Montgomery and Peggy Parks; Air Traffic and Airway Facilities Associate Administrator - Veronica A. Brady, Brenda M. Brown and Judith A. Bain;

Office of the Deputy Administrator - Pauline Carter; Civil Rights - Mary Streat; Public Affairs - Josie M. Clark and Annie D. Catlett; Flight Operations - Dorothy E. Black, Dorothy J. Matthews, Patricia Reed, Pamela Smith, and Mary Lou Torrence; Management Systems - Tonie R. Williams; Labor Relations - Marlene D. Thomas; Airworthiness - Esther Williams, Jacqueline B. Renaud, Deborah Ford, Helen Peed, Denise Minner, Denise Jackson, Barbara Jessee, Naomi J. Bryant, Melody G. Finely and Shirley D. Pittman; Airport Planning and Programming - Victoria L. Catlett and Linda Booth; Research and Development - Jacqueline B. Herbert, Kathleen Mook, Rose A. Marra, Mary P. McCarthy, Carol A. Mehalso, Shirley Davis, Evelyn Chaney and Madeline Taylor; Civil Aviation Security - Carolyn A. Ryan, Louise C. Dille; Office of Accounting - Sheila T. Byrd and Linda D. Brown; Associate Administrator for Aviation Standards - Laurie Gibbs; Associate Administrator for Engineering and Development - Lorraine Matkowsky; Office of International Aviation - Virginia S. Pierce and Sandy S. Weaver; Aviation Safety - Debra Fewell and Glenna Guido; Associate Administrator for Airports - Constance E. Wims. All FAA employees are encouraged to attend.

Elevators Out of Service

As everyone is aware, elevator renovation, including remodeling for the handicapped and modernizing safety features, in FOB-10A began on April 14. All eight elevators on the south side of the building will be out of service until April 28. Then elevators on the north side will be out for two weeks. After that, one elevator will be taken out intermittently until October when the job should be done.



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

Headquarters Intercom

The News in Brief

● Tests will begin next month at the Arcata, Calif., Airport to determine which are the best sensors to use with automatic weather reporting systems at airports without air traffic control towers. During the 45-day test, the latest in weather-sensing equipment, including the "state-of-the-art" Runway Visual Range (RVR) systems, electro-mechanical devices for measuring runway visibility, and a cloud-height sensor will be evaluated. The automatic weather-reporting system being used in the tests is the Artais System, a commercial version of an FAA-developed ALWOS--for Automatic Low-Cost Weather Observation System. ● The new Administrator was sworn in as the eighth Administrator of the FAA. ● The agency has reaffirmed its position that the X-ray machines used to screen carry-on luggage at U.S. airports do not harm ordinary photographic film. In addition, it has challenged critics to submit film they claim has been damaged by the machines for expert examination by Kodak or the National Association of Photographic Manufacturers. In all previous instances of alleged X-ray damage, experts (See page 2)

ICAO Okays MLS and ASA

At a meeting in Montreal earlier this month, the International Civil Aviation Organization (ICAO) reached agreement on international standards and recommended practices for the microwavelanding system (MLS). It also agreed on a first draft of an international transition plan to MLS from ILS, which has been the international standard electronic landing system since 1949. The ICAO action is the first major step taken toward worldwide implementation of MLS since the U.S./Australia-backed MLS system was selected by ICAO as the international standard three years ago. Chairman of the U.S. delegation to ICAO, Sieg Poritzky, Director of FAA's Office of Systems Engineering Management, said, however, that even with the ICAO go-ahead it will take several more years before MLS will be fully implemented worldwide. In the meantime, FAA continues to test its Time Reference Scanning Beam MLS at various U.S. airports. (See separate story, "MLS Test Scheduled.") The recent ICAO conference also gave its full support to the continued development of the U.S. aircraft separation assurance (ASA) program, especially the (See page 2)

Briefs

(From page 1)

have concluded that damage to film was the result of under-exposure, over-exposure, camera movement or factors other than X-rays. • Pilots flying into the Avon Park, Fla., restricted area have a good chance of getting caught by FAA inspectors patrolling the area in agency aircraft. Because of the growing number of pilots flying into this restricted airspace, Southern Region inspectors assigned to the planes are equipped with binoculars and cameras to identify intruding aircraft. Pilots found guilty of violating the airspace may be fined up to \$1,000 or have action taken against their pilots' certificates. The area is off limits because it is reserved exclusively for use of high-speed military jet aircraft practicing bombing and gunnery missions and other training maneuvers.

ICAO

(From page 1)

Discrete Address Beacon System (DABS), Automatic Traffic Advisory and Resolution System (ATARS), and Beacon Collision Avoidance Systems (BCAS). In addition, the group agreed on a set of U.S. proposals to guide further development of worldwide collision-prevention-and-avoidance systems.

Remote Monitoring Subsystems Bought

FAA technicians at sector field offices will be relieved of some time-consuming and costly trips to remote radio transmitter/receiver sites when they get remote monitoring equipment recently ordered from Ford Aerospace and Communications Corporation. The monitoring sub-

system will allow technicians to monitor the operational status of air/ground radio equipment at more than 400 unmanned sites. Here's how it works: Sensors at remote facilities will feed data over telephone lines to a minicomputer at an en route center, major airport or sector office. The computer will then process the data and transmit a report to a technician. First deliveries of the subsystems, purchased under a \$13.6 million contract, are slated for delivery in about 18 months.

MLS Test Scheduled

A small community microwave landing system (MLS), built by Hazeltine Corp., is scheduled to be installed at the Clarksburg, W. Va., Airport in June as part of the agency's service, test and evaluation of the three versions of its Time Reference Scanning Beam MLS. Besides the small community MLS, there are models designed for medium-size and large airports. Planes from Aeromech Airlines, a local carrier, will be equipped with MLS receivers and used in the Clarksburg test, along with FAA planes used for previous tests. Before the MLS goes operational at Clarksburg, a mock-up of the antenna will be built to find out if it interferes with the instrument landing system (ILS) already installed at the airport. The tests at Clarksburg are expected to continue through 1983.



More on Computer-Based Instruction

This fall, a limited number of Airway Facilities courses will become available on computer-based instruction equipment, which will be located in 40 Airway Facilities Sector offices and at the FAA Academy. At the sectors, students will receive a briefing from their facility training officer concerning their course and how to operate the CBI training equipment, which will consist of a lot more than just the computer terminal. In fact, during courses, students will get assignments from the computer but spend a large percentage of their time viewing audio-slide presentations, watching video tapes, reading textbooks or doing experiments at a specially designed electronic lab. Students will be responsible for setting their own pace through courses within a maximum time. Their progress will be measured by frequent short tests provided by the computer terminal. If questions are missed on a test, a second, different study assignment will be given to assure that students understand all of the material. On the other hand, students who already have some knowledge of the subject matter may skip ahead in the course by passing tests before they begin to study. If students have problems understanding what is being taught, they will be able to call an FAA Academy instructor. After completing each course, students will receive credit for the course in their personnel records and will be sent an FAA Academy certificate. In the next Intercom article, the Office of Personnel and Training will explain some of the new procedures being established for administering CBI.

Airlines Set Safety Mark

The unofficial rule in baseball is that nobody talks about a no-hitter when the game's in progress. And maybe the same rule should apply in aviation. Yet Intercom would be remiss if it failed to mention that the U.S. airlines set a new Jet Age safety record on April 23. The record was for the longest period without a fatal crash of a passenger jet--17 months and 23 days. The last fatal accident involving a U.S. passenger jet occurred on October 31, 1979, at Mexico City when a Western Air Lines DC-10 landed on the wrong runway, hit a truck and took 71 lives. The Air Wisconsin crash last June 12 that killed 13 persons didn't break the skein because the aircraft involved was a twin-turboprop Swearingen Metroliner. The old record was 17 months and 22 days set between February 25, 1964, and August 16, 1965, when the airline fleet was still predominately propeller-driven.

OJT Counts toward Degrees

The Management and General Training Branch at headquarters has developed an information package on how to enroll in non-traditional college programs leading to Associates and Bachelors Degree programs. Employees may use past experience and earn additional credit toward these degrees through FAA training, military training, college and university courses, college proficiency exams and some correspondence courses. The information package has been delivered to regional and headquarters training program management officers and is available from them. For further information, employees should contact their training offices or call (FTS) 8-426-8844.

"Operate With Less" Contest Scheduled

On May 4, FAA Headquarters will launch the Resource Awareness Program. The program asks employees to participate with management in generating ideas on how Headquarters can "Operate With Less." Forms for submitting your ideas directly to the Office of the Administrator will appear in next week's Intercom. A major event in the month-long program will be a poster contest for children of FAA employees. Savings bond prizes will be awarded for the best posters showing ways to save money or encourage employees to submit cost-saving ideas. All posters must include name and age of child, and name of parents. Posters will be accepted by AMS-1, room 600 until May 26 and will be on display in the lobby. Posters will be judged on May 28, with awards of \$100 and \$50 Savings Bonds, and several special gifts being presented Saturday, May 30. Start your children coloring, painting and drawing TODAY! If you have any questions, call Ms. Lambrecht at x68082.

Secretary Lewis Honored by Toastmasters

Secretary of Transportation Drew Lewis recently received honorary membership in the Federal Toastmasters club. In accepting a handsome wall plaque to mark the occasion at the club's regular meeting, Secretary Lewis said he was heartily in support of the communication and leadership programs offered by Toastmasters International. FAA has its own Toastmasters Club, which meets the first and third Tuesdays of every month in the 5th floor conference room.

Retirees

During the months of February and March, the following employees retired from Washington headquarters and Metropolitan Washington Airports: WMA = Robert C. Minlionic, Lester J. Palmer and James C. Shartzler; AMS = William P. McNally and Fae B. Parran; AWS = Hugh V. McGeehan; AEE = Edward D. Griffith; and AAT = Simeon T. Price, III.

Helms Launches Bond Rally

Administrator Helms will keynote the kickoff rally for the headquarters Savings Bond campaign to be held in the auditorium of FOB-10A at 10 a.m. on April 29. The rally will also feature a patriotic opening exercise conducted by a joint armed forces unit and a short movie produced by the "WKRP in Cincinnati" cast.

It's Time to Bike

May is the time to start biking, according to Leslie Baldwin of the Office of the Secretary of Transportation and the Washington Area Bicyclists Association. She will present a one-hour bicycle commuting clinic on May 5th, from noon to 1 p.m., in room 10432. (Feel free to bring your lunch.) During her past 4 years of bicycling to work at Nassif, Baldwin has compiled a wealth of information on riding skills, routes, equipment, clothing and parking.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

The News in Brief

The agency last week withdrew from service new noise-cancelling headsets after a controller at the Minneapolis Center received an electrical shock while using the equipment. The controller, giving on-the-job-training, received the shock when the developmental controller he was working with keyed his mike. Following the incident, the headsets were immediately recalled from the limited number of facilities to which they had been delivered. The equipment manufacturers as well as FAA are investigating the problem.

o Yakutat, Alaska, isn't ready yet to challenge Miami Beach as a sun and fun place, but Flight Service Station specialists there are shaking their heads over this winter's record low snow. They report that only 69.7 inches of snow fell this year. That's 50 under the previous record of 120 inches set in the winter of 1948-49 and 150 under the average of 222 inches.

o Low flying still is a major cause of general aviation fatalities, according to the National Transportation Safety Board. The Board calls it "one of general aviation's most persistent problem areas" and notes that low flying was a cause or factor in nearly 10 percent of general aviation's 761 fatal accidents in 1978. To emphasize this point, the Board's latest "Briefs of Accidents" (No. 13 in the 1979 series) cites the case of (See page 2)

AF Technician Named Suggester of the Year

Harry Boler's million-dollar idea has won him the title of FAA's Suggester of the Year for 1980. Boler, an electronics technician in the Airway Facilities Division of the Central Region, received a cash award of \$2,350 for suggesting a process that will automatically check and adjust minor outages at ARSR-3 en route radar facilities. Until now, these facilities have been staffed 24 hours a day, and each outage was manually reset. Now these facilities can be staffed for only 16 hours a day, which will result in first-year tangible savings of \$1,130,000. In addition to the cash award, Boler will receive an engraved plaque and a letter from the Administrator. Acting Central Region Director John E. Shaw will present the plaque at ceremonies to be held at the regional headquarters.

New Associate Appointed

Donald Riley Segner, retired Lockheed Corp. project manager and chief test pilot, has been appointed Associate Administrator for Policy and International Aviation. A Marine Corps Reserve lieutenant colonel, Segner is a fixed-wing, a rotary wing and one of the first V/STOL pilots. He also has had considerable experience (See page 2)

News Briefs (From page 1)

a 24-year old ATR-rated pilot who was killed when his single-engine airplane struck power lines and crashed. "Call it buzzing, flat-hatting, or what you will, it continues to occur with distressing frequency, and this accident demonstrates that it is not exclusively the mistake of the newly soloed private pilot overcome by the thrill of flying," the Board stated.

New Associate (From page 1)

on the international scene. While at Lockheed, he was head of a special project to evaluate civil U.S.S.R. aircraft for FAA certification. Segner replaces Bill Wilkins who left the agency in January with the change of administrations. John Wesler, Director of the Office of Environment and Energy has been the acting associate since that time.

Administrative Travel Cut

As part of the agency's continuing program to cut costs, official travel has been limited to the absolute minimum. All administrative travel not directly related to the agency's mission and/or specifically approved by the Administrator, the DOT Secretary or Deputy Secretary will be eliminated. Travel necessary for essential technical training is considered directly related to the agency's mission and does not require the high level approval. Also considered essential is travel to and from the agency's Management Training School in Lawton, Okla., as well as travel in conjunction with most long-term training programs.

Controller Bill Opposed

The Office of Management and Budget submitted the following statement on the Air Traffic Controller Act of 1981 (H.R. 1576) at an April 30 hearing before the House Post Office and Civil Service Subcommittee on Compensation and Employee Benefits. "The Administration opposes H.R. 1576 as a matter of principle. Rather than singling out one group for preferred treatment, the generic issues raised in H.R. 1576 should be considered as a part of the comprehensive review of the federal compensation system proposed by the Administration in H.R. 3140 currently before this Committee. The Administration also opposes the specific provisions of H.R. 1576 because they provide compensation and benefit levels out of line with both public and private sector standards. Since this legislation is wrong on principle and in specifics, the Administration has no choice but to strongly oppose this legislation.

PWC Elects New President

Marty Landers of Washington headquarters has been elected president of the Professional Women Controllers. Other new officers selected during the organization's third annual convention in Houston were: Vice-President Kate Beebe, Milwaukee ATCT; Secretary Linda Murdock, St. Petersburg/Clearwater ATCT; Treasurer Jane Moller, Houston ARTCC; Area I Director Carol Mulvihill, Decatur FSS; Area II Director Leslie Mahaffey, Charlotte ATCT and Area III Director, Pat Harris=Washburn, Redmond FSS. Also on the program during the five-day meeting were a guided tour of the Johnson Space Center, several banquets and a number of training sessions.

Credit Union Ups Earnings

The dividend rate on Share Draft (checking) accounts at the Transportation Federal Credit Union rose from 4 percent to 5.5 percent per year effective for the quarter beginning April 1981. There are no minimum balance requirements, no per draft or monthly service charges, no loss of dividends if the account balance drops below a specified minimum. The rate of TFCU Share Draft accounts is 1/4 percent higher than the rates on this type of account offered at other federally insured financial institutions. Federal regulations prohibit payment of dividends in excess of available earnings.

Locating the DOT/ERA

Now that the Federal Aviation Club store has shifted its operation from FOB-10A to the Nassif Building and is part of the DOT Employees Recreation Association, here's how to find it without undue trouble. Go to the DOT Credit Union, at the northwest corner of Nassif, across from HUD. Enter the Credit Union on the plaza level, go to the back and turn left, and there you are.

Bowling Buffs

The 10th Annual FAA Tech Center Bowling Tournament will be held July 10th and 11th at the Verona Lanes in Atlantic City, N.J. Highlighting this event will be a fabulous Roman Feast Buffet at Zaberers on Saturday the 11th. For information call Fred Bauer on x68754 or Ginny Martin on x63206.

Reminder to Blood Donors

All blood donors who have given five or more gallons over the years are being asked to contact Helen Wisner of Aviation Medicine (x63252, room 327) to arrange a special ceremony.

Awards and Rewards

The Airway Facilities Service has presented Special Achievement Awards to Rebecca Key, Robert Wein, Jack Lowenstein, Herbert Goldstein, Herbert Bridges and Blanche M. Mader. The Logistics Service has presented a Special Achievement Award to Kenneth R. Laenger and a Quality Within-Grade Award to Orrie C. Grainger. The Office of Accounting presented a Quality Increase Award to Charlotte M. Harrison. Also a group Special Achievement Award was presented to Cherri D. Banks, Gilbert C. Donn, Faith T. Holley, Sharon L. Hoover, Betty A. Howell, A. Ray Johnson, Sidney A. Mays, Doretha D. Robinson, Eleanore D. Sevrens, Karen F. Shaw, and Cline E. Turney. A group Certificate of Achievement was presented to John Brown, Jr., Mary Good, Donald E. Hansen, Lee A. Mowery, Frederick M. Whiteside, Ronald L. Wilson, Jr., and Peter J. Verdin.

Savings Bonds Interest Up

Interest rates are up and the bands are playing around FOB-10A as the 1981 Savings Bonds campaign gets underway. Savings Bonds are better than ever now that interest rates on all Series EE bonds have been raised to nine percent when held to maturity. The U.S. Army Band, popularly known as "Pershing's Own," will underscore this good news with music at noon on May 6 on the Independence Avenue side of FOB-10A.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

The News in Brief

The number of en route centers with an operational Direct Access Radar Channel (DARC) now is up to seven. DARC was commissioned at the New York Center on May 1, at the Miami and Jacksonville Centers on May 3, and at the Atlanta Center on May 4. The four facilities join the Washington, Chicago and Salt Lake Centers, which have been on line with the new computerized radar back-up system since February. The Los Angeles Center is next on the schedule with all centers slated to be operational with DARC by the end of June. o Despite a rash of unseasonable thunderstorms in April, air traffic delays over 30 minutes dropped 15 percent when compared with the same month in 1980. Overall, weather was responsible for 92 percent of the 4,608 delays last month, with thunderstorms the reason for two-thirds of them. Historically, weather accounts for about 85 percent of traffic delays. o The Aircraft Owners and Pilots Association (AOPA) is urging its members to see FAA's recent slide and sound show titled, "Keep the Engines Running." The 20-minute program is aimed at general aviation pilots, mechanics and aircraft owners and emphasizes the importance of proper maintenance to prevent power loss—which accounts for about 25 percent of all general aviation accidents each year. The program which is available (See page 2)

NASA Thanks FAAers

FAA done good! In essence, that's the National Aeronautics and Space Administration's view of FAA's performance during the recent orbital flight of the Space Shuttle Columbia. In a letter to the FAA Administrator, NASA's Acting Administrator Lovelace said: "The task was truly a team accomplishment. I want to thank you and the people of the Federal Aviation Administration who were part of the effort for their important contribution. We at NASA look forward to the continuation of our productive relationship."

New Public Affairs Chief

Charles A. Murchison, a former Capitol Hill aide and television newsmen, has been named as the agency's Assistant Administrator for Public Affairs. Immediately before coming to FAA he was Executive Assistant to Senator William B. Roth of Delaware. This position capped eight years of working in Washington. Other jobs included, Director of Editorial Services and then Director of Communications for the National Republican Congressional Committee and press secretary to former Senator William Brock. Before coming to the nation's capital, the Tennessee-born Murchison spent ten years as a reporter and subsequently news director of Nashville television stations.

News Briefs (From Page 1)

through all FAA Flight Standards District Offices, is used in FAA's Accident Prevention Program and soon will be used in nationwide AOPA pilot and mechanic seminars.

o The agency will begin a six-month test in June to demonstrate the feasibility of operating automated weather reporting systems on platforms in the Gulf of Mexico. The automated low-cost weather observation system (ALWOS), which was developed by DOT's Transportation Systems Center, will be installed on an oil rig in the Gulf. It will gather and broadcast weather information such as altimeter, wind direction, wind speed, temperature, dew point, visibility, cloud height, thunderstorm detection and thunderstorm location from sensors on the platform.

o The Senate last week confirmed the nomination of Donald Derman as the Department of Transportation's Assistant Secretary for Budget and Programs. A career public servant and a Washington, D.C., resident, Derman was Deputy Associate Director of Human Resources at the Office of Management and Budget before his appointment to DOT.

FAA/CAP Will Survey General Aviation Activity

With the help of Civil Air Patrol (CAP) cadets, the agency will survey general aviation activity at some 300 airports this summer. Results of the two-part survey will be used in estimating the volume of general aviation flying in the U.S. and determining the need for additional flight facilities and services. The survey will consist of a brief pilot interview and a traffic count at the designated airports. Although pilots will not be

required to give names or aircraft identification numbers, they will be asked to give general information about the length and purpose of their flights, use of FAA facilities, flight time and fuel consumption. Survey results will be published early next year.

Chicago Still Busiest

Despite an 8.8 percent drop in traffic, Chicago's O'Hare International Airport was still the world's busiest airline airport in 1980, according to the Airport Operators Council International. O'Hare handled 43.7 million passengers compared to 40.2 million passengers at the second-ranked airport, Atlanta's Hartsfield International. The remainder of the top ten in order were: Los Angeles International, London Heathrow, New York's JFK, San Francisco International, Dallas/Fort Worth International, Denver's Stapleton International, Miami International and New York's LaGuardia. The council also reported that U.S. passenger traffic was down about 4.3 percent in 1980, while worldwide passengers were down almost 5 percent--from 936 million in 1979 to 890 million in 1980.



Take stock in America.

Join the Payroll Savings Plan.

National Review Board Meets Task Force Holds Crew Complement Hearings

Some 66 candidates for air traffic facility chief and deputy chief positions are in Washington this week for interviews with AT's National Review Board. The NRB is the fourth hurdle for candidates on their way to GS-15 positions. Steps one and two involve extensive examinations of the candidates' credentials. In the third step, the candidates are interviewed at the regional level on managerial skills, knowledge of national programs and technical knowledge. Those who survive this grilling then move on to Washington for final interviews by the NRB on their ability to handle personnel problems. Within a week, the candidates will know if they are in line for a GS-15 position. Within a month, they will know exactly how they did on the interview.

The first of two public hearings by the President's Task Force on Aircraft Crew Complement began May 11 in the Department of Transportation headquarters building in Washington, D.C. During the initial two weeks of hearings, the task force will hear presentations from various pilot and flight engineer unions, aircraft manufacturers and airline operators. The second hearing, scheduled for May 27-29, will be devoted to rebuttal testimony, with those who participated in the first hearing given an opportunity to comment on other presentations.

Jobs Open in Montreal

The International Civil Aviation Organization has a couple of two-year jobs open in Montreal. One is a Staff Administration Section Chief with a gross salary of \$48,661 and a tax-free net of \$30,776 to \$33,318. Applications for this job are due in API-19 by May 15. The other is a Field Services Branch Chief, which pays \$55,919 with tax-free net of \$33,998 to \$36,939. Applications are due in API-19 by May 20. Additional information about salary, duties, qualifications, applications and benefits is available at personnel offices.

CBI Ready for Fall

Those who have been following the Intercom series on computer-based instruction (CBI) should be aware that next fall a limited number of Airway Facilities courses will become available on CBI equipment. The equipment will be located in 40 Airway Facilities Sector offices and at the FAA Academy. Employees in line for training will take it at a nearby sector or at the Academy, depending on travel and per diem costs. In the sector training centers, students may start at the sector's convenience. Normally, they will train on a full-time basis, until they complete their course. Those not enrolled in a formal course may use the CBI equipment as scheduled by the sector for refresher and update training. At the Academy, starting times will be less frequent and will be scheduled well in advance. The Office of Personnel and Training will continue to keep employees posted as start-up time approaches.

RIF Explained

It now appears that some organizations in headquarters will need to conduct limited reductions-in-force (RIF) in order to reach revised FY '81 employment ceilings. This may mean that some employees will be separated. However, not all employees whose jobs are abolished will be so affected. By exercising "bump" or "retreat" rights, employees who have had their positions abolished may be eligible for other positions. In any case, all employees who are affected by RIF will receive a written notice at least 30 days in advance, and those who are separated may be eligible for severance pay, unemployment compensation, and priority consideration for future Federal jobs. The Personnel Management Operations Division, APT-100, will be responsible for all RIF activity in headquarters and will keep employees informed through Intercom, letters and informal briefings.

Administrator Reminds All 'Operate with Less'

The Resource Awareness Program is underway and the ideas on how headquarters can "Operate With Less" are coming in. Don't let comments like, "We've never done it that way before," keep you from sending in your idea. Tell us how you've cut costs in your job. Put your idea on paper, with your name and extension, and send it to AOA-1. Don't forget about the poster contest for our kids. Encourage them to make posters showing ways to save money. Two U.S. Savings Bonds are waiting to be won. For additional information, call x68082.

Aerial Photography Detailed

Aerial photography and reconnaissance and their interpretation will be explained by Dino Brugioni of the Central Intelligence Agency at the next meeting of the American Aviation Historical Society on May 13, 7:30 p.m. at the National Air and Space Museum in Silver Hill, Md. The facility is on Route 414 by the Iverson Mall shopping center.

FA Club Move Temporary

To clarify any misunderstandings that may have arisen from the last Intercom item, the FA Club has not merged with DOT/ERA. The FA Club store has closed temporarily and negotiations to reopen it are in progress. For the present, members can use the DOT/ERA store in the NASSIF building.

Phone Book Coming

If your telephone directory seems a little dog-eared and you think it's time to get rid of it, wait a little while. A new book is coming to be sure, but it's not exactly on the door step. It's due to be distributed in July. And, of course, it will be replete with numbers of all new employees.

Savings Bonds Music Set

The Savings Bonds campaign will provide a noontime Count Basie style jazz concert in front of FOB-10A on May 13. The Savings Bonds campaign staff asks listeners to remember that bonds are a good investment now that interest rates are up.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

The News in Brief

The National Transportation Safety Board's report on transportation fatalities in 1980 shows that pipeline accidents killed more people than airline crashes. The count was 21 for pipelines and 14 for the airlines. Similarly, motorcycle and moped accidents claimed more than four times as many victims as general aviation with 6,147 dying on the two-wheelers and 1,352 in private and business planes. Mopeds alone killed 975 people. The total number of transportation fatalities in 1980 was 56,141 of which 51,676 occurred on the nation's streets and highways.

- FAA and the National Association of Air Traffic Specialists (NAATS) are scheduled to resume negotiations on a new labor agreement for flight service station specialists the week of August 3. A tentative contract settlement reached by the two parties in February subsequently was rejected by the union's ratification committee. FSS specialists presently are working under the terms of the November 1976 agreement, which remains in effect until a new pact is approved.
- Selected as the Federal Manager of the Year for the State of Hawaii this year was Honolulu FSS chief Donald J. Polito. His reconfiguration of the Pacific Region's flight service and data communication systems resulted in an annual savings of \$250,000. (See page 2)

Spokane GADO Wins Flight Standards Award

The roads were covered with volcanic ash from the Mount St. Helens eruption and open to emergency traffic only, yet this year's Flight Standards Field Office Award winners were on the job. Wearing face masks to protect themselves from the ubiquitous ash, employees of the Spokane, Wash., General Aviation District Office were busy warning aircraft owners and pilots about the dangers of operating planes from ash-covered airfields or flying through (See page 2)

Airports Chief Named

William F. Shea, Aviation Director for the Port of Portland, Ore., has been named Associate Administrator for Airports. Before moving to Portland, he was commissioner of transportation and commissioner of aviation for Broome County, N.Y. Between these assignments, he served for a year as the chief of the Aeronautics Division in the California Department of Transportation. An experienced pilot and flight instructor, Shea began his aviation career as manager of the Burlington, Vt., International Airport in 1968. He had been chancellor and government professor at Hawthorne College in New Hampshire before switching to aviation.

News Briefs (From page 1)

• The Professional Air Traffic Controllers Organization (PATCO) will hold its annual convention at the Fairmont Hotel in New Orleans May 22-25. One of the highlights of the four-day meeting will be the election of seven regional vice-presidents on May 25. An executive vice-president also will be chosen, with the present incumbent, Robert E. Meyer, running unopposed.

Award (From page 1)

volcanic clouds. Speaking of the job done by his staff during this period, Office Chief Robert A. Hill characterized it as "outstanding, just outstanding." But it was not just the exceptional job done under difficult conditions that won facility-of-the-year honors for the Northwest Region's GADO No. 5. The office also was cited for its strong accident prevention program, which led to a 20-percent decrease in the accident rate over the past three years. The "Facility of the Year" plaque will be presented during ceremonies at the GADO sometime next month.

Astronauts Visiting

Space Shuttle Astronauts John W. Young and Robert L. Crippen will make a public appearance at 2:30 p.m. on Tuesday, May 19, in front of the NASA building at 400 Maryland Avenue, S.W. The purpose of the appearance is to introduce the astronauts, who captured the imagination of the world by their recent return from space in the world's first winged, reusable spacecraft, to NASA and other federal employees.

Administrator Sets FAA Role

FAA's mission is to promote the "safe and efficient use of the nation's airspace, facilities, and the vehicles that travel thereon." That's the Administrator's definition of what the agency is all about, and he added that safety deserves first billing, but efficiency must be included "because we cannot ignore the economic consequences of our decisions." Speaking to the American Association of Airport Executives on May 13, the new FAA chief said the agency will "become directly responsive to that simple definition" during his term of office. And to make sure the agency is responsive, he noted that he has given the FAA management team three rules that will govern overall operations: "First, we should control, but not constrain. Second, we should regulate, but not interfere with free enterprise or competitive purposes. Third, we should recognize that the major portion of air travelers do so by means of scheduled air carriers, and we have a responsibility to consider their priority, but not to the point it excludes the single individual from enjoying man's greatest achievement--solo flights."

Paycheck System Begins

FAA and the rest of DOT will be included in the Treasury's new Direct Deposit Electronic Funds Transfer (DD/EET) system for transmitting salary payments to financial institutions, beginning with the salary checks distributed the week of July 20. With the new system, the likelihood of a financial institution failing to receive the required payment in a timely manner will be essentially nonexistent. Currently, checks are being mailed from the Disbursing Center in Kansas City, Kan., or from the Mike Monroney Aeronautical Center in Oklahoma City.

Color Radar Tested

Air traffic "live and in living color"--that's the situation at the Washington Air Route Traffic Control Center where a test of color radar displays got underway May 12. Four modified plan-view displays (PVDs) are being used in the test to determine if the use of color makes the controller's job easier or more difficult. The PVDs show airways and navigational aids in orange, weather in red and aircraft targets and data blocks in green and yellow. Controllers using the displays will fill out evaluation forms and will be interviewed at regular intervals during the 120-day test to find out how they like the system. Their views will be a major factor in determining whether color is the wave of the future in air traffic control or just a passing fad.

Brakes Caused Crash

The failure of the flight crew to release parking brakes before take-off was the probable cause of the fatal crash of a corporate jet into Lake Michigan on January 30, 1980, according to the National Transportation Safety Board. A metallurgical examination of the crashed plane indicated that the brakes had been on throughout the takeoff roll. The resulting drag prevented the plane from accelerating and lifting off in a normal manner. A contributing cause of the crash was the lack of an adequate company checklist. As a result of the crash investigation, NTSB has asked FAA to issue an airworthiness directive moving the emergency/park brake light on the Falcon 10 to a more conspicuous location on the panel.

ICAO Jobs Open In Montreal and Cairo

The International Civil Aviation Organization has three two-year jobs open in Montreal. Two of the jobs are section chiefs--Chief of the Meteorology Section and Chief of the Field Operations Section--Europe and Middle East--which pay \$48,661 with a tax-free net of \$30,776 to \$33,318. The third job is for a Language Officer (Translator) and has a salary of \$30,518 with a tax-free net of \$24,298 to \$29,299. There also is a two-year opening in Cairo for a Technical Officer (MET), salary \$29,940 with a tax-free net of \$20,209 to \$21,756. Applications for the first and last jobs listed are due in API-19 by June 5. For the other two, applications are due June 20.

Worlds Biggest Plane Gets FAA Assist

A huge Air Force C-5 was having landing gear trouble and asked for clearance to "hold" at the Travis, Calif., VOR at 14,000 feet. Oakland Center granted the request, but that was just the beginning. A few minutes later, the pilot called in to report that the big four-engine jet had only ten minutes of fuel left. Center controllers came to his aid again. They vectored a tanker aircraft to the stricken's plane vicinity. When the two planes could not rendezvous in the normal fashion, controllers brought them together by using radar vectors and issuing range/bearing information to the pilots as they closed. The successful refueling gave the Air Force crew time to contact technicians on the ground and make an uneventful landing. During the month of April, 223 flight assists were reported.

A Message from The Administrator

In the past two weeks I've received many ideas on how headquarters can "Operate With Less." I'm extremely pleased with the support shown so far and want to share with you several ideas that don't lend themselves to formal implementation, but are good common sense ideas we all should consider. ● Keep lights off, and open window shades when possible; ● Recycle waste paper or use it as scratch paper; ● Changes in internal correspondence should be pen-and-ink, not typed; ● Carpool to the Technical Center, when possible. For these ideas thanks go out to Janet Deaton, Dan Keenan, Eric Cassell, Jim Westerkamp, and Susan Coulter. I'm waiting to hear from you! Have you submitted your child's poster in the poster contest? David Harnett, AF-720, has. Daughter Rachel's poster reminds us, "Don't Waste Time--Do It Right The First Time." If you have questions about the program, call x68082.

Friday Bus Service Stopped

Beginning last Friday, May 15, shuttle bus service to Trans Point was suspended on Fridays only. Monday through Thursday service will continue on the every 15 minutes schedule. Friday service was terminated as a cost savings move and because most shuttle passengers are Coast Guard employees who do not work on Fridays.



A concert by the Army's Fife and Drum Corps was one of the many special events that celebrated this year's Savings Bond Campaign. Winding up these events will be another concert--this time by the Army's Blues-Jazz Band on May 20 at noon in front of the headquarters building. Guest speaker at the event will be ex-hostage Lt. Col. David M. Roeder. Also present will be Uncle Sam. Immediately following the concert will be an assembly in the third floor auditorium. "A Sure Thing" with the cast of WKRP in Cincinnati is to be featured.

Weather Explained

Aviation Weather Forecasting will be explained by Dale Bryan of the National Weather Service and of "A.M. Weather" at the May 29 meeting of the Air Transport Division of the American Society of Civil Engineers. The luncheon meeting starts at 11:30 a.m. at Pier 7 Restaurant. Reservations are required. Contact Dick Harms, x63905 or Jim Brunskill, x68590.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

The News in Brief

Flexitime workweek testing in the Rocky Mountain Region has been terminated after 18 months. In August 1979, FAA employees at the regional headquarters, like many other Federal employees in the Denver area, went on a four-day week, working 10 hours a day. Since many employees had problems adjusting to the 10-hour days, the so-called five-four-nine compromise system was instituted in November 1980. Under this plan, employees worked nine days every two weeks, putting in eight nine-hour days and one eight-hour day. • Benjamin Demps, Jr., Director of the Mike Monroney Aeronautical Center, has been named Public Administrator of the Year for 1981 by the Oklahoma Chapter of the American Society for Public Administration. Among other things, Demps was cited for directing the completion of the administrative data communications network which links FAA's regions and Washington headquarters all together, his involvement with the growing Computer Based Instruction (CBI) training programs, and his strong leadership in completing and starting up the new radar training facility. • The Civil Aeronautics Board expects to decide June 18 on whether airline passengers will continue to hear "smoking or non-smoking" when they buy their tickets. Options open to the Board range from a complete ban on smoking to a hands-off (See page 2)

Administrator Explains RIF

Administrator Helms has sent message to all FAA employees in an effort to answer some hard questions about a reduction in force and its impact on FAA employees. "Our best estimate at this time," he said in his May 19 message, "is a reduction in force of about 650 employees by August 1, 1981." He also noted that he has directed the Headquarters' staff to establish a system to help employees who "may feel the need, challenge or desire to relocate," but noted it won't be in place for at least a year. Looking ahead, he said no firm decision had been made on future staff cuts but pointed out that public demand for across-the-board cost savings will continue and, therefore, "additional reductions must be expected." On the subject of new equipment, he said there was no doubt in his mind that the administration will support us in this area "once we have clearly defined and substantiated the need and cost." At the same time, he noted that "none of us believe in a 'blank check approach'."



**Take
stock
in America.**

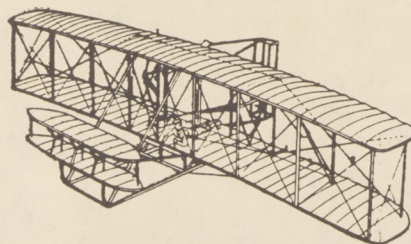
200 years at the same location.

News Briefs (From Page 1)

policy that would let the airlines set their own rules. Present regulations require separate seating sections for smokers and non-smokers. ● The agency has shifted the initial airline testing of the active Beacon Collision Avoidance System (BCAS) from the West to the East Coast. Two units produced by Textron's Dalmo Victor Division will be tested this summer in a pair of Piedmont Airlines Boeing 727s after being checked out in FAA Tech Center planes. Originally, the airline tests were to be done on Pacific Southwest airliners, operating from West Coast airports. Active BCAS provides collision avoidance protection by communicating directly with compatible units in other airplanes or by triggering altitude-reporting transponders and using this information to assess the threat potential. ● Secretary of Transportation Drew Lewis has announced the appointment of Robert L. Fairman as Assistant Secretary of Transportation for Administration, a position he held in an acting capacity since last September. A Federal employee since 1954, Fairman joined the Department of Transportation in 1973 as Chief of the Management Planning Division. He was appointed Deputy Assistant Secretary for Administration in 1978. ● The agency has granted another extension of the deadline for requiring all pilots-in-command of air taxi aircraft to have instrument ratings. The deadline has been extended to August 1, 1981 pending the adoption of a rule that would exempt a small number of air taxi pilots from having to have an instrument rating. These would be primarily pilots of air taxi aircraft that fly hunters and fishermen into remote areas where there are few, if any, radio navigation aids.

Agency Cuts Rules

Implementing the President's directive to reduce the scope and burden of Federal regulations, the agency has cancelled four proposed rules, halted work on two more and denied a petition for another. The four notices of proposed rule making would have provided for a review of the type certification of new transport aircraft on a 10-year cycle, required flight attendants not needed for emergency evacuation purposes to remain seated when their aircraft was taxiing, mandated stronger tires on airline jets by specific dates and permitted FAA to use cockpit voice recorder (CVR) and flight data recorder (FDR) tapes in its human factors research program. Also terminated were two rule making projects which involved upgrading of standards for protective breathing equipment and for pyrotechnic signaling devices carried on extended overwater flights. The agency also denied a petition from a public-interest group for tougher passenger seat standards, noting that the entire matter was under review and no action should be taken until the review was completed. In withdrawing the four rule making actions, FAA said the certification proposal needed further study, the flight attendant matter essentially was a labor-management issue, the compliance dates for the tires were impossible to meet and the data sought from the CVR and FDR tapes could be gained by other means.



A Little Quiet, Please

FAA noise standards for aircraft are largely "lowest common denominator standards" and the Administrator thinks industry can and should do better. Speaking to the Aerospace Industries Association on May 21, the FAA Administrator noted industry's concern for producing more fuel-efficient aircraft and urged his audience to solve the noise problem as well. Moreover, he added, "you should not wait and look to the FAA for guidance. If you want more deregulation, then you have to step up to the responsibility of responding to the public. If you want to meet competition, you must provide what the marketplace will bear. I believe that the marketplace should provide you far more incentive to provide quiet, clean and fuel-efficient aircraft than any regulations ever can."

World Lights Up DARC

Is the new computerized radar back-up system for the en route centers all it's cracked up to be? The latest FAA World takes a hard look at the new system--called the Direct Access Radar Channel or DARC--and finds it's a significant improvement over broadband radar but not as sophisticated as the primary radar data processing system. World also checks out composite materials technology to see if it's the wave of the future in aircraft structures, reports on the first all-female accident investigation team, talks about "floating" ground schools and upgrading private pilot skills and profiles "Cadillac" Smith, who makes old cars better than new. Copies are in the mail now.

Management Training Available

In order to help fill the gap left by the closing of various management training programs, a new self improvement opportunity for managers has been initiated. Designed specifically for managers who have completed the Executive School or a Management Team Action Center, the new program is called Program for the Continuing Growth of Managers. Managers interested in the program can pick up films, audio tapes and assessment questionnaires at the Management and General Training Branch in room 518 of the headquarters building. Participants will be able to study at home and study the material at their own pace. For more information for descriptions of materials and how to obtain them, employees should contact their training branch or call FTS 8-426-8844.

FAA Saves \$\$\$\$

The agency has begun a program to remove surplus phone lines and equipment at selected air traffic control facilities. Estimates indicate that \$5 million can be saved in fiscal year 1981 and another \$20 million in fiscal year 1982. The cutback will not affect safety or service since most of the affected telephone equipment and circuits were installed in the era before automation when controllers relied heavily on interphone communications. Initially, the cost-cutting program will focus on en route centers. However, equipment and circuits at more than 400 towers and over 300 flight service stations will be affected later.

More on RIF

There are numerous terms and expressions that pertain to reduction-in-force (RIF), which may need explaining. One is COMPETITIVE AREA. A competitive area is the boundary of competition during a reduction-in-force. Within this boundary, employees compete with one another for retention, and employees in one competitive area do not compete with those in another. The competitive areas for the Washington headquarters are each of the Associate Administrator complexes: AAD, AED, API, ARP, ATF, AVS; and each of the offices reporting directly to the Administrator: ACR, AGC, AOA, APA. That makes a total of ten competitive areas. Another RIF term is COMPETITIVE LEVEL. Within competitive areas, competition is further refined by grouping positions into competitive levels. Positions are placed in the same competitive level if they require knowledges, skills, abilities, and aptitudes that are sufficiently similar to accomplish FAA's mission if the employees are interchanged. Positions in the same competitive level are not necessarily in the same office, division, or branch, but they are within the same competitive area.

Charlotte Comes Home

Charlotte Horvath of the Office of Aviation Policy, who was sent to Hungary for a family visit by her friends after an appeal was published in Intercom, has returned to the Alexandria Hospital. In a recent letter, the cancer patient sent her "loving thanks" to all who helped and said, "I still can't believe anyone cared enough to send me, and I thank you all for your friendship and concern." While in Budapest, Charlotte had a chance to visit with her mother and sister.



Jill Lambrecht of Management Systems pins an "Operate With Less" button on Deputy Administrator-designate Fenello. The Office of the Administrator this week reports that 100 Resource Awareness Program cost-saving ideas have been received. The office goes on to ask, have you submitted yours? Why not join ABU, ARD, AAD, AIA, ALG, AAF, AMS, AAT, AGC, AVS, APA, and ARP in thinking of ways to save money. With one week remaining in the program, the Administrator challenges every employee to submit one idea. So, hurry and get your idea in this week! Don't forget about the BIG EVENT. On Saturday, May 30, the Poster Contest Award Ceremony will take place in the lobby. At 9:30, the Administrator will present \$100 and \$50 Savings Bonds to two lucky children, and every child will receive an "Operate With Less" button.

Savings Bond Sales Up

At the midpoint of the 1981 campaign, Savings Bonds payroll participation is already up six percent over last year. Altogether six offices have exceeded the 50 percent employee-participation campaign goal, and one office, the Office of the Associate Administrator for Administration has achieved 100 percent participation.

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

Headquarters Intercom

The News in Brief

One third of the way through 1981, the number of people killed in general aviation accidents is down almost nine percent when compared with the same period in 1980. Preliminary FAA figures show 349 fatalities in general aviation accidents through the end of April as compared to 382 in the first four months of last year. Instructional flying has shown the greatest improvement with fatalities down from 28 to three, followed by executive flying where the death toll has dropped from 29 to 13. As usual, personal flying accounted for the majority of fatalities with 248, or 10 more than in 1980. • A couple of pioneer commercial jet aircraft have gone on the auction block at Miami International Airport. They are both 707-121s. One is the first "7" to fly the colors of a U.S. airline--Pan Am--and sports an "N" number that recognizes that fact: N707PA. The second plane is N711PA, which was the first jetliner to fly the Atlantic back in October 1958. The current owner is Frederick B. Ayer and Associates of New York City, which bought the planes from Pan Am in the early 1970s and leased them for a time to THY, the Turkish airline. • A non-standard approach to the runway and premature reduction of engine thrust caused the November 1980 landing crash of a Continental Air Micronesia Boeing 727 on the Pacific Island of Yap, (See page 2)

Modernization Program Will Help Inspectors

The agency is taking a major step to help safety and security inspectors spend less time at their desks doing paper work and more time out in the field inspecting. The idea is to let machines handle the paperwork to the extent possible and, thereby, maximize the effectiveness of the inspector workforce. To this end, word processing and dictation equipment is scheduled for installation in the various Aviation Standards field offices. (See page 2)

FAA Responds to PATCO

FAA has responded to the strike threat by the Professional Air Traffic Controllers Organization by saying it hopes the job action will not take place. However, if it does, the agency emphasized that it will continue to operate the air traffic control system in a safe and efficient manner using qualified supervisory personnel and non-striking controllers. The agency already has published an ATC strike contingency plan. In addition, FAA said it remains ready to resume negotiations within the framework of the law. PATCO broke off negotiations on April 28 and subsequently announced plans to strike on June 22 if its demands for higher wages, a shorter workweek and other benefits are not met.

News Briefs

according to the National Transportation Safety Board. After touching down short of the runway and damaging the landing gear, the plane slid into the jungle and caught fire, but all 73 aboard escaped before fire destroyed the aircraft. As a result of the investigation, the Board has recommended that FAA issue an airworthiness directive requiring that the location of the emergency operating control for the ventral exit door always be readily apparent.

Modernization (From page 1)

The word-processor terminals not only will reduce the paper workload but also will be interconnected by telephone lines to distribute pertinent information to all offices almost instantly. In part, the new system will work like computer systems used by police. For example, when a pilot is suspected of a rules infraction, the inspector can immediately check on the pilot's record, just as a police officer can check on a speeder's arrest record. The other facet of the modernization program is the replacement of the inspectors' pencils and hunt-and-peck typing technique with dictation units. The modernization will affect all General Aviation District Offices (GADOs), Flight Standards District Offices (FSDOs), Air Carrier District Offices (ACDOs), Civil Aviation Security Field Offices (CASFOs), Engineering and Manufacturing District Offices (EMDOs), Aeronautical Quality Assurance Field Offices (AQAFOS), regional Flight Standards and Civil Aviation Security Divisions and program offices in Washington headquarters. Deliveries of equipment to field facilities are scheduled to begin next year and take about three years to complete.

ATC Courses Developed

Three video/audiotape courses to help controllers listen and remember better on the job are being readied for distribution to ATC field facilities. The first is written for terminal radar positions, the second for center radar positions and the third for tower cab positions. Developed by the Mitre Corp., the courses essentially reintroduce controllers to work habits learned at the FAA Academy. Each course is divided into ten scenarios that show how controllers can use memory joggers and listening aids to avoid errors and improve on-the-job performance. The aids are based on well-known psychological principles, and examples are copied from real air traffic control situations. Delivery of the course tapes to all en route centers and towers is scheduled to begin in mid-1982.

DCA Flights Limited

The agency has said "no" to three airlines that wanted to forge new direct air links between Texas and Washington National Airport. Acting quickly after the airlines announced their plans, FAA adopted a regulation banning any new, non-stop flights to National of more than 650 miles. The action formalized the old voluntary limit of 650 miles on non-stop flights at National that had been in effect since jet service was introduced at the airport in 1966. The only exceptions are seven cities beyond the 650-mile perimeter--four of them in Florida--that were receiving non-stop service before jet service was begun. FAA said the ban on new long-haul flights will remain in force until DOT adopts a final operating policy for National and Dulles Airports later this year.

Administrator Reports on Resource Program

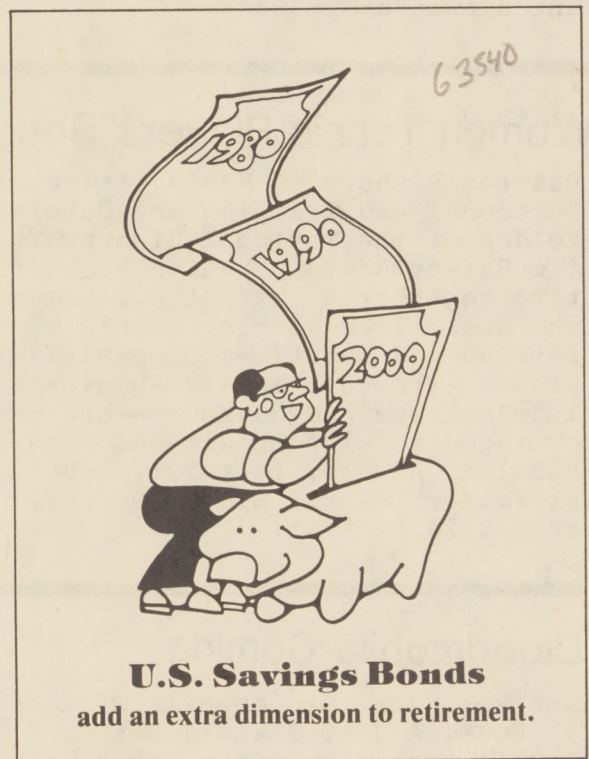
Resource Awareness Program posters, depicting our children's ideas of how we can save money, are now on display in the lobby of FOB-10A. "I personally want to thank these children and all employees who have participated in this program. During the past month, I have received about 150 ideas on how this agency can "Operate With Less." These are being reviewed and during the next few weeks, the recipients of the Certificates of Recognition will be announced. This is a good start but we must continue identifying those areas in the agency where money is being wasted. In the future, I encourage you to use the Suggestion Program when a cost saving idea comes to mind. The effectiveness and productivity of the FAA depends on us all."

New Pacific Air Routes

The Technical Center has developed a new air route system for the North Pacific that will provide more direct, fuel-saving flight paths between Alaska and Japan. Scheduled for implementation in August, the new system increases the number of great circle air routes in the North Pacific from three to five by making use of composite separation procedures. These procedures permit reduced lateral (side-by-side) separation between flight tracks by introducing time separation between aircraft on adjacent tracks. Aircraft flying between Hawaii and the U.S. mainland have been using composite separation since the mid-1970s, and the resulting fuel savings to the air carriers are estimated at about \$10 million annually.

Technicians Set to Vote

The Airway Facilities election for a national bargaining unit gets underway this week with the distribution of mail ballots. AF employees will choose between the Federal Aviation Science and Technological Association (FASTA), the Professional Airmen System Specialists (PASS), or no bargaining unit at all. On June 3, ballots go out to approximately 6,600 technicians who will vote by mail. Another 2,000 AF employees who work at larger facilities will vote at work on July 9. On July 15, all ballots, those from the on-site polls and those returned in the mail, will be counted by the Federal Labor Relations Authority in Washington.



Training Volunteers Wanted

Volunteers are wanted by the Office of Personnel and Training for an experiment with computer-based instruction in management training. As many as 30 volunteers will be asked to take certain courses and evaluate them according to predetermined criteria. The courses are individualized and self-paced, and training sessions may be scheduled to suit the convenience of each student. Interested employees should send a route slip to APT-320 listing their name, job title, organization, and course preference, if any. It is important that volunteers obtain approval to participate from their supervisors since duty time will be used for training. No travel or other funds will be required from the volunteers' organizations. For additional information, call Carl Hutchinson at x68844.

Women Tennis Players Sought

Dolores Richard of FAA's Office of Personnel and Training and Carolyn Felder of the National Highway Traffic Safety Administration are getting together a list of DOT women who would like to play tennis just for fun and sometimes competitively. Players from all levels--beginners, intermediate and advanced--are encouraged to sign up with Richards, FOB-10A, APT-30, room 521, x68832 or Felder, Nassif Bldg., NTS-01, room 5123, x61755.

Bloodmobile Coming

The Red Cross Bloodmobile will be in FOB-10A June 8 and 9 between 9:30 a.m. and 3:30 p.m. in room 5ABC. Giving blood saves lives. It's a proven fact.

FAA Bowling Scheduled

The FAA/Tech Center Handicap Bowling Championships hosted by Washington headquarters bowlers will take place June 12 and 13 at the Verona Lanes, West Atlantic City, N.J. All employees and their guests (ABC/WIBC Qualified), are eligible to enter. For more information and entry blanks, write or call Ed Brown, AAF-150, x68970.

Savings Bond Campaign Passes Three-quarter Mark

As we pass the three-quarter mark in the 1981 U.S. Savings Bond Campaign, 39 percent of all headquarters employees are participating. A total of seven offices are above the 50 percent mark and the Office of the Associate Administrator for Administration stands firm at 100 percent. The other offices to pass



**Take
stock
in America.**

the median mark are: The Associate Administrator for Engineering and Development, 50 percent; Office of Airworthiness, 65 percent; Office of Aviation Medicine, 55 percent; Office of Civil Aviation Security, 59 percent; Office of Labor Relations, 79 percent; and the Office of Systems Engineering Management, 56 percent.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

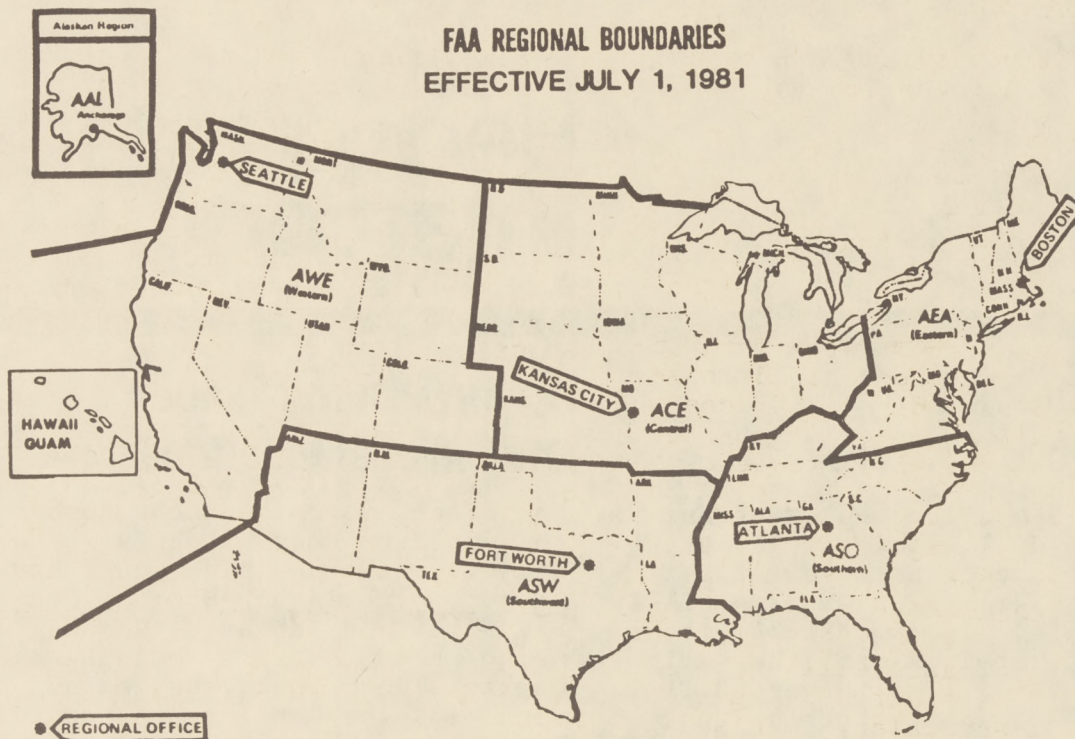
Job Outlook Bright For Mobile FAAers

Although FAA's regional reorganization plan will eliminate 400 staff jobs, the agency believes it can place most employees who are willing to relocate. In a personal letter to all affected FAAers, the Administrator said, "The mergers will be handled as a transfer of function and continuing employment will be provided to affected employees to the fullest extent possible. Since the reconfiguration will necessitate the abolishment of certain functions and positions, we are not in a position at this time to guarantee a job for every employee. However, I want you to know that we are interested in retaining each of you who has chosen FAA as a career. Due to the number of employees who will either retire or choose not to relocate, we believe we will be able to offer a position to every employee willing to relocate." FAA will establish a placement assistance program for employees who choose not to relocate and help others who wish to apply for discontinued service retirement and are eligible to do so.



Agency Cuts Number Of Regional Headquarters

The agency is cutting the number of regions from eleven to six. The six will have their headquarters in Anchorage, Atlanta, Boston, Seattle, Ft. Worth and Kansas City, Mo. Being phased out are regional headquarters in Chicago, Denver, Honolulu, Los Angeles and New York. Under the new setup, the Denver, Los Angeles and Honolulu headquarters will be merged with the Seattle regional headquarters, New York with Boston, and Chicago with Kansas City. The Anchorage, Atlanta and Ft. Worth regional offices will remain essentially unchanged. No field offices or air traffic control facilities will be closed as a result of the restructuring, nor will the agency's safety programs or activities be cut back as a result of the move. The agency plans to begin operating under the new regional structure on July 1, although the physical relocation of regional headquarters will not be completed by that date. The complete transition may take as long as one year. Essentially, the consolidation of regional headquarters will allow greater concentration of staffing and talent in the remaining offices and thereby improve FAA's support role to its operational facilities while cutting costs to the taxpayer. The consolidation will save an estimated \$73 million over the next five years. The present 11-region (See page 2)



Headquarters Cut (From page 1)

structure was adopted in 1971 to conform to a Federal standard region concept. Previously, the agency was organized into five contiguous regions plus Alaska and Hawaii.

FAA Answers GAO on Towers

FAA has told the General Accounting Office that it is developing new discontinuance criteria for airport control towers. GAO had criticized the agency in a June 1 report for not taking "effective action to discontinue economically unjustified airport traffic control towers." It noted that FAA had revised its discontinuance criteria in 1969 and again in 1975, but

included a grandfather clause excluding towers already in operation. GAO said its across-the-board application of the 1975 cost-benefits criteria, without the grandfather clause, had identified 66 towers as candidates for closure. In its response to the GAO report, FAA pointed out that its update of the cost-benefits analysis for both the tower establishment and tower discontinuance criteria is nearing completion. It said no action should be taken to discontinue towers until all pertinent factors are evaluated. These include reducing tower operating costs, special local needs, stimulation of traffic growth and cost-sharing.

Merit Pay Plan OKayed

FAA's merit pay system has been given final approval by the Office of Personnel Management. As reported in previous Intercoms, approximately 6,100 positions in grades 13, 14 and 15 will be covered. These employees will be grouped into merit pay units according to the plan. The regions and the Aeronautical Center each will be a separate unit. In headquarters, each Associate Administrator with subordinate offices and services will comprise a separate merit pay unit. Also, those offices reporting directly to the Administrator will comprise a unit. A formula, published annually by the Office of Personnel Management, will be used to determine the total funding for merit pay. Individual merit pay increases will be based on an employee's performance rating, grade level and salary. In addition, cash awards may be given for job-related performance. These awards are one-time bonuses, distinct from the merit pay increase. For additional merit pay information, contact your supervisor or personnel representative.

Cleanup Time's Here Again

It's record cleanout time again. The Office of Management Systems wants everyone to sort out all unneeded records and give them the old heave-ho wherever possible. Records that are not needed now, but might be useful at some future date, should be shipped to the region's or area's Federal Record Center. AMS also wants employees to keep track of records destroyed or shipped. This information will be useful for "cleanup" reports, which will be due in October, shortly after the end of the fiscal year.

Rule Put Off

As part of the continuing program to reduce the burden of regulations, the agency has delayed until August 1 the implementation of a new rule requiring pilots of air taxi and commuter flights to have instrument ratings. The delay will give the agency time to amend the rule to allow non-instrument-rated pilots to fly as pilot-in-command on certain kinds of operations in remote areas. Typically, this would include hunting trips in areas where radio navigational aids are virtually nonexistent. The rule requiring instrument ratings originally was scheduled to go into effect June 1.

New Reporting System Coming on Line

Testing of the new National Airspace Performance Reporting System (NAPRS) is due to begin July 1, with implementation scheduled for October 1. The new system will correct current reporting system deficiencies by establishing a single source of NAS performance data. Microcomputers with disc storage and printers to support the new system in each en route center are currently on order. Once in place, the NAPRS will provide critical day-to-day operational information necessary to promptly identify and prevent or correct system equipment problems that affect the safe and efficient flow of air traffic, as well as provide information on air traffic delays and their causes.



SRDS Coming Home

The Administrator has approved the reconfiguration of FOB-10A to accommodate the return of the Systems Research and Development Service (SRDS). The service is being brought back in order to have the R & D function convenient to other FAA functions. SRDS moved to the Nassif Building in 1979 before the number of FAA headquarters employees was reduced. Target date for the actual move is sometime this fall.

'Be Alert,' Security Says

The Office of Civil Aviation Security warns all employees that most of the Government and personal property thefts reported from within FOB-10A this year occurred during normal working hours. Thieves took advantage of our "open-to-the-public building" to locate and steal whatever was attractive and easily obtainable. The majority of the thefts were from areas that were left untended for "a few minutes," while the occupants went to a meeting, for a cup of coffee, or to take care of some other business. Two factors contributed to these losses: the property was left unattended and unsecured, and the FAA employees around it were not vigilant. This is tourist season in Washington and more than the usual number of visitors--and probably thieves--are in the building. Protect your own and the Government's property by always being conscious that it is vulnerable to theft and that it is YOUR responsibility to protect it. Any suspicious activity should be reported immediately to the guards on x59575.

Awards and Rewards

Washington National Airport has presented a Quality Performance Award to Hubert B. Gray and Special Achievement Awards to Trudie C. Drayton and Barbara J. Sanders.

Art Show Worth Seeing

"Assignment Aviation," an exhibition featuring 22 paintings by leading photo-realists, is currently on view at the National Air and Space Museum. The paintings are more realistic than life or at least as detailed as photographs. For those interested in "real" pictures of aircraft, this show is worth seeing. Since it's just across Independence Avenue from FOB-10A, it can be visited during lunchtime.



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


Headquarters Intercom

The News in Brief

The implementation program for the Direct Access Radar Channel (DARC) went past the halfway mark when Denver and Boston Centers went on line with the equipment May 31 and Cleveland, Houston and Memphis Centers followed suite on June 1. The five commissionings pushed the total number of operational DARCs to 13. The agency expects to have the new computerized radar backup system on line in the remaining 7 domestic centers by the end of June. ● The Presidential Task Force on Crew Complement has completed almost three weeks of hearings in which it received testimony on the two- vs. three-person flight crew issue from airlines, aircraft manufacturers, trade associations and labor organizations. The next step for the three-member panel, which is headed by former FAA Administrator John McLucas, is a series of interviews with airlines and manufacturers. The Task Force plans to submit its recommendations to the White House and DOT on July 6. ● Atlanta's Hartsfield International Airport has become the world's busiest airport in terms of passengers traffic--at least for the time being. During the first four months of the year, 12,278,935 passengers passed through the new Atlanta terminal, as compared with 12,267,502 at Chicago's O'Hare, the perennial number one. However, O'Hare still tops all others in total aircraft operations with 228,112 through April, (See page 2)

Computer Replacement Study Contract Awarded

FAA has contracted with RCA's Government System Division to provide system engineering and technical analysis support for its air traffic control computer replacement program. Under the \$4 million multiyear award, the company will conduct a series of engineering, technical, and cost-benefit studies in support of FAA's effort to upgrade the computer capabilities of its 23 en route centers. FAA's computer replacement program is aimed at meeting the projected air traffic demands of the 1990's and beyond. Present plans call for the agency to issue a request for proposals to industry early next year and award contracts for design concepts in late 1982. In a related event, the FAA has also released a draft of its Computer Replacement System Level Specification to industry for comment. After refinements, both within FAA and from industry comments, this specification will be the basis for the initiation of the contractual phrase(s) of the program.



News Briefs (From page 1)

well ahead of Atlanta's 207,527.

● FAA may hold a public technical review later this year to consider changes in the takeoff and accelerate-stop distance requirements for transport aircraft. In a letter to the National Transportation Safety Board, the agency said the review will consider all factors affecting takeoff and accelerate-stop distance, including wet-runway accountability and mandatory requirements for anti-skid devices. The FAA letter was in response to an NTSB recommendation that the agency review and revise accelerate-stop criteria to insure that they consider the effects of wet runway conditions and the most frequent and critical causes of rejected takeoffs. ● Private Pilot magazine recently conducted a survey of its readers to find out their opinions of FAA programs and people. Of those responding, 84 percent said the FAAers they come in contact with (primarily air traffic controllers and flight service station specialists) are courteous and helpful. Only nine percent answered in the negative. The remaining seven percent apparently still are trying to make up their minds.

Montreal Jobs Open

The International Civil Aviation Organization is seeking applicants for two 2-year jobs in the Montreal area. The first is for a Field Purchasing Unit chief and pays \$38,167 with a tax-free net of \$25,672 to \$27,612. The second is a technical officer job, which pays \$30,518 with a tax-free net of \$21,600 to \$23,104. Applications are due in API-19 by July 13. Information about salary, duties, qualifications, applications and benefits is available at personnel offices.

AOA-1 Counsels Controllers

The Administrator has sent a personal letter to all center and tower controllers expressing his concern about reports that "you are being encouraged by your union to engage in a strike or work action against the Federal Government." Noting that any such action would be a violation both of law and the employees' Federal oath, the Administrator said, "The course of action urged by your union can only result in harm to you, the public and the government. The government will have no alternative but to vigorously pursue all remedies available to it to bring any unlawful action to an end." He concluded by stating: "The most important message to you in this letter is to make you aware that the union officials may not suffer the consequences; you will bear the burden of violation in their behalf."

New Radars Seen

At a recent meeting in Washington, representatives of 50 companies heard National Weather Service officials spell out rules for the coming contract competition to build the next generation weather radar system, called Nexrad. The step-by-step competition is scheduled to begin next year, with the winning company selected by 1985 to build the computer-based Doppler radar system for joint use by FAA, the National Weather Service and the Department of Defense. Nexrad will be able to "see" inside storm clouds and spot aircraft-threatening wind gusts, wind shear and heavy hail, as well as embryonic tornadoes. According to current plans, it will take about 160 new radars to replace the U.S. government's worldwide network.

Merit Pay System Appraisal Period Ending

The first merit pay appraisal period comes to a close at the end of June. This could have a direct effect on the paychecks of more than 6,000 FAA employees. Performance ratings assigned by supervisors for this period will be an important factor in computing the merit pay increases which will be paid beginning this October. Supervisors will base ratings on actual employee performance as measured against previously distributed written performance standards. Employees who meet the "Fully Acceptable" standard will have accomplished all that is expected of them and will earn merit pay increases. Ratings other than "Fully Acceptable" reflect performance significantly above or below what is expected and will directly affect merit pay adjustments.

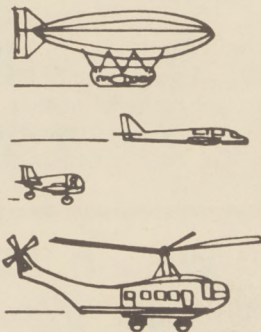
Aviation Photo Contest Open to All

The Aviation Hall of Fame of New Jersey is sponsoring an open-to-all national aviation photography contest with 35 prizes and four grand prizes. Deadline for the contest is September 30. Grand prizes include an all-expenses-paid, one-week vacation trip to Buena Vista, Fla., and three top-of-the-line Minolta cameras. Winning photos will be selected by a panel of professional editors and will be those which best illustrate "The Spirit of Flight." Each entry, regardless of how many photos are included, must be accompanied by a \$2.50 entry fee. Entries should be mailed to: Photo Contest Headquarters, Custom Pilot Shop, 500 Industrial Avenue, Teterboro, N.J. 07608. If contestants wish to have their

photos returned, a self-addressed stamped envelope must be enclosed with each entry. For additional information, call Pat Reilly at (201) 288-6344 or Ron Gregorec at (201) 288-1045.

"Prox Box" Response Detailed

FAA has agreed with the National Transportation Safety Board on the need for prompt pilot action in response to Ground Proximity Warning System (GPWS) alerts. The agency noted that airplane flight manuals already are required to cover proper flight crew action with regard to GPWS alerts but said it intends to develop and publish an air carrier operations bulletin to re-emphasize the point and provide unambiguous procedural guidance. The Board had noted a "tendency of pilots to question the reliability" of the GPWS and delay their response to the terrain-closure warning. It recommended a procedure that would require pilots to respond immediately to the "pull up" warning by applying maximum available thrust and rotating the aircraft to achieve the best climb angle. However, FAA responded that such a procedural requirement could be misinterpreted and said the sequencing and execution of the response should depend on the existing flight parameters.



Blood Donors Honored

Deputy Administrator-designate Michael J. Fenello presented certificates of appreciation and recognition pins at a Blood Donor Awards Ceremony on June 3 at FAA headquarters to blood donors who gave more than five gallons. The names of employees who collectively gave more than 137 gallons and the number of gallons donated are: Rodney H. Zimmerman (13), James E. Martin (12), John A. Swanson, Jr. (9), Eugene O. Cooley (8), Charles O. Ensor and Willard H. Page (7), Walter Goody, Allen H. Kann, Virginia S. Pierce, William D. Sellers, as well as Clyde T. Klinstiver and Robert H. Stevenson, both retired (6), and Morgan H. Baker, Jr., John L. Brennan, Jack H. Burke, Robert M. Collins, David K. Custis, Herman Daulerio, M. Jean Hetsko, Clement M. Richardson, and Gerald F. Trainor (5).

At Last a Path

At last there is a path in the "park" behind FAA headquarters. The path from C Street to 7th Street was poured Wednesday afternoon. The process took about two and a half hours; whereas getting around to it has taken about two and a half years. All that time Intercom has been making optimistic predictions, and now, we will continue. We predict that sometime this week FAAers will be able to drink from the water fountain that flanks our long awaited path. We also predict that sometime this summer there will be a clean stand of grass in our park.

Contest Winners Picked

The Administrator presented the following awards to participants in the Resource Awareness Program Poster contest on May 30 in the lobby

of FOB-10A. 1st Prize, a \$100 Savings Bond, went to Rachel Leigh Harnett, daughter of David Harnett, AAF-720; and 2nd Prize, a \$50 Savings Bond, to Suzanne Bell, daughter of Leonard Bell, AMS-500. Honorable Mentions received The Book of Airplanes. They were Amanda Branting, Frank Hoffer, Thomas Hoffer, Sara Uehling, Dennis Woods, Jeff Goldman, Brad Keith, Matthew Cornelison, Marisa Kraus, Julie Smith, Beth Woods, Loren Johnson, Donna Rush, Donald Rush, Michelle MARRAINE, Dion Rector, Scott Inskeep, Walter Rizzarda, Frankie Frisbie, Molly Bell and Aaron Bell.

Spring Retirees Listed

During April and May, the following employees retired from headquarters: ACS - Arthur L. Warren and Robert P. Jones; ALG - Ellen McRoy and Glen Smith; AFO - Marvin Russell, Robert Winters and Isaac Ebbs; AAT - Wayland Marders and John Trower; AAF - Ann Kallal; AGC - John Keyser; and AMS - Donald Bader.



Bike Clinic Scheduled

The second session of the Bicycle Commuters Clinic is scheduled to be held at noon on June 16 in rooms 10432-4 of the Nassif Building. Leslie Baldwin, a veteran bike commuter, will once again be the moderator for the informal question-and-answer discussion of bicycling to work. For additional information, call Maureen Craig or Josh Lehman on x64414.

APA-300

U.S. Department
of TransportationFederal Aviation
Administration

Headquarters Intercom

The News in Brief

Two more en route centers went on line with the Direct Access Radar Channel (DARC) on June 20, pushing the total to 19. The addition of the Albuquerque and Indianapolis centers to the list leaves only one en route facility in the conterminous U.S. without an operational DARC. That is the Minneapolis Center. It is scheduled to go operational June 29. o A new ARTS II-equipped Terminal Radar Approach Control facility (TRACON) has been commissioned at the Mahlon Sweet Airport in Eugene, Ore. The facility is staffed by 18 controllers, under the direction of Tom Jost, and by five Airway Facilities technicians, working under Jim Murdock. Construction on the \$1.7 million TRACON was completed in October 1980, but another eight months were required for installation of the electronic gear. The facility will operate from 6 a.m. to 12 midnight. o Joseph P. Welsch, former vice president for finance of the U.S. Railway Association, has been confirmed by Congress as the new Inspector General of the Department of Transportation. Before joining the Railway Association, Welsch was Deputy Assistant Secretary of Defense for Management Systems. o The agency will grant its first merit pay increases to eligible employees next October. Therefore, now is the time for employees who believe their positions are incorrectly covered or (See page 2)

FAA Settles on CAS

The agency has made a final decision to adopt a Threat Alert and Collision Avoidance System designed to provide valuable new safety services to the growing number of aircraft in the National Airspace System. Known as TCAS, the system will come in two basic versions tailored to the needs and pocket-books of the nation's aircraft owners. Both versions will work in conjunction with radar beacon transponders already required in many airspace areas. TCAS-I is intended for general aviation use and will cost in the \$2,500-\$3,500 range. The basic TCAS-I model will alert a pilot with a visual or aural signal to the presence of another airplane in the area but won't tell him where to look. The top-of-the-line would provide altitude (above-below) information on altitude-reporting transponder-equipped threat aircraft and range/bearing/above-below information on nearby TCAS-II-equipped aircraft. While TCAS-I provides only threat alerts, TCAS-II, which is a full-fledged collision avoidance system, will recommend collision avoidance maneuvers. It will cost between \$45,000 and \$50,000. TCAS-II is an evolutionary improvement of the Beacon Collision Avoidance System (BCAS), that the agency has been developing for several years. It will incorporate a number of improvements, such as a highly accurate directional antenna and sophisticated data (See page 2)

News Briefs (From page 1)

who have questions on the Merit Pay System to contact their servicing personnel office. o A \$3.5 million contract has been awarded to a Pleasantville, N.J., contractor to resurface the 10,000-ft. runway and adjacent taxiway at the Technical Center's Atlantic City Airport. Work is already underway and is scheduled for completion in November.

Settles on CAS (From page 1)

processing, that will provide the pilot accurate directional information on the threat aircraft and will operate in high-density airspace where Active BCAS was ineffective. The TCAS system utilizes the improved beacon system format called Mode-S. This will permit the aircraft user to benefit not only from the threat alert and collision avoidance service of TCAS but will permit a modern ground-air digital communications link at little or no additional cost. The TCAS decision was announced by the Administrator in a June 23 speech to the Aero Club of Washington. Regarding TCAS-II, he said: "My intent is to set minimum acceptable standards then let free enterprise bring its creativity to make the TCAS system better with more features, more information to the pilot, and at lower prices."

Growth: Number One Problem

Handling a doubling of active aircraft in the next decade "is our number one problem," the Administrator told an Aero Club of Washington audience last week. He said the agency's labor problem deserved "time, patience and active consideration," but he went on to emphasize that the growth in the number

of active aircraft from 100,000 to 200,000 will have the greatest impact on the shape of things to come at FAA. Although we already have 200,000 registered planes in the civil fleet, he explained, only about half are really active, with the rest permanently parked or stored in old hangars. "This growth will affect airports, airport operators and dissident noise groups more than any other problem. It will affect Congressional committees with responsibility for authorization, appropriations and oversight more than any other." The Administrator then went on to say, "We also will have to take a new look at many of FAA's historical working processes and procedures if we are to accommodate this growth."

Commuter Prospects Bright

Passenger traffic on the commuter airlines has been growing at almost twice the rate of the big carriers since 1975, and FAA's Director of Aviation Policy and Plans, Harvey Safer, sees no end to the trend. Speaking to the spring meeting of the Commuter Airline Association of America in Washington, D.C., Safer said, "Our forecasts show that the strong growth in commuter activity, relative to other segments of the aviation industry is expected to continue. By 1993, for example, commuter revenue passenger miles are forecast to exceed seven billion and commuter enplanements are expected to surpass 43 million." Safer also noted that the number of city pairs served by commuters is expected to increase by eight percent annually, partly because of deregulation and partly because commuters will be moving into new market areas in smaller communities.

Two More Proposed Rules Dropped

FAA has withdrawn two more proposed rules in keeping with the President's directive to lessen the regulatory burden on the American public. One proposal would have revised the flight and duty time limitations and rest requirements for flight crews serving with the air carriers, commuters and air taxis. The other would have established flammability standards for air carrier crew uniforms. FAA said the flight and duty time proposal was opposed by all elements of the industry, pilots as well as operators. Therefore, the agency will reassess the matter and develop an alternative proposal which is both less complex and less burdensome. This alternative will recognize FAA's safety role and leave other issues to labor-management negotiations. Regarding the flammability standards proposal, FAA said there is no proof that regulations are needed in this area despite a six-year search for answers. In addition, it noted that flight attendant unions had surveyed their members and found the majority are not willing to sacrifice style, comfort and cleanability to obtain uniforms of higher flame resistance.

Tower Contract Let

A \$3.8 million contract has been awarded to Polote Builders, Inc., of Savannah, Ga., for construction of a new traffic control tower at Orlando, Fla. Construction of the tower is expected to be completed in late 1982, and commissioning is scheduled for mid-1983. The ARTS III-equipped major activity facility will be 180 feet high and will have a 14,500-square-foot base building.

Bear Makes Hash Of DF Cables

Electronic technicians in Alaska ran across a unique maintenance problem recently in the form of a rampaging grizzly bear. At Deadhorse Airport, a huge, ferocious grizzly made hash, literally, out of FAA equipment. The bear, who was reported to be at least eight-foot tall, chewed up the cables to the direction-finding equipment (DF) and knocked out the MALS and REIL light systems. The DF was restored almost immediately but the lights were out of service for some time. The bear was put permanently out of service, and FAA is working with the Park Service to clear the area of other grizzlies.

Jobs Open Around World

The International Civil Aviation Organization has two-year assignments open in Bangkok and Montreal for Technical Officers and another in Paris for a Language Officer (Interpreter/Translator). Salary for all positions is \$38,167 with a tax-free net of \$25,672 to \$27,612. Applications are due in API-19 by August 14. Information concerning salary, applications, qualifications and benefits is available at personnel offices.

Holiday Coming

Since Independence Day, July 4th, falls on a Saturday this year, Friday, July 3 is a legal holiday for employees whose basic workweek is Monday through Friday. The Office of Public Affairs wishes all employees a restful, happy and SAFE holiday.

Success Explained

"The Road to Success for Professional Women" will be the subject of a talk by Betty J. Jones, Airway Facilities Service, at a meeting of Federally Employed Women (FEW) to be held July 14 at 12 noon in rooms 6A and B of the headquarters building. Jones, who is a technical assistant to the director of A.F., was the first female journeyman electronics engineer in the FAA.

War II Planes Studied

Because of continuing interest, the five-day program "World War II Aviation: A Closer Look," is being repeated at the Smithsonian Institution November 15 to 20. The Air and Space Museum aeronautical staff members, as well as guest experts, will offer different perspectives on how the major air forces of the world came into being and how quantum jumps in aviation production and performance were achieved. During the five days, numerous tours will be offered, including a full-day visit to the Silver Hill facility. For additional information, call 357-2475.

Women's Task Force Grateful

The Office of Civil Rights' Women's Task Force wishes to publicly thank all employees who filled out and returned a recently circulated questionnaire which asked for suggestions for future EEO programs and activities. Approximately 500 were returned--53 percent from male employees. The majority of those who answered expressed interest in programs on communicating effectively, stress management, human awareness, developing managerial techniques, career

advancement and training opportunities. Sixty-one percent of the respondents preferred that programs be held during working hours. Thirty-three percent wanted lunch-time programs, and six percent indicated a preference for after-hours sessions. The information from the questionnaires will be used to guide the Task Force in planning future programs that will be responsive to the interests of the majority of employees.

Park on Final

After all these months--or is it all these years--of happy predictions by Intercom, the bulldozers are beginning to roll in the so-called park behind FAA headquarters. Last week, the final grading and spreading of topsoil was completed. By July 1, the Department of Interior assures us, bids for sodding and planting will be in. There is still a chance that the plot will be sodded sometime this summer; there is also a chance that some of the other planting will be put in next month. We note that the water fountain, as predicted by Intercom, is on line and operational. We also note that a large number of grateful FAAers use the shortcut-path from C to 7th Streets.



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

Headquarters Intercom

FAA-PATCO Reach Tentative Accord

Following three days of almost around-the-clock negotiations in Washington, D.C., FAA and PATCO reached a tentative contract settlement on June 22. Included in the agreement are four legislative proposals which the Administration will send to the Congress and which would apply to non-bargaining unit employees as well as controllers. The first would establish a "responsibility differential" whereby controllers and non-bargaining unit employees would be paid time and a half for the final four hours of their 40-hour workweek. This means they would work 40 hours and be paid for 42. The second proposal would increase the night differential from the present 10 percent to 15 percent. The third would remove the current limit on premium pay. And the final one would provide a retraining allowance for full performance level controllers who are disqualified on medical grounds after five consecutive years of ATC work and who are not eligible for optional retirement or the Office of Workers Compensation Program (OWCP). The agency estimates the total package would cost the Government \$39.3 million a year, which is within the \$40 million offer the agency made to PATCO last week. The increase pay provided by the legislative package, plus the 4.8 percent pay raise the Administration already has sent to the Congress for all Federal employees, would have the effect of raising controller salaries by an average of \$4,000 per year. That represents an overall increase of 11.4 percent. The agreement is scheduled to be signed by both parties on June 24 and then must be ratified by the PATCO membership. If approved, it will run 42 months, expiring January 15, 1985. In announcing the agreement, Transportation Secretary Drew Lewis said: "The agreement gives prime consideration to the Federal Aviation Administration's basic commitment to air safety and the public interest. Equally, it gives recognition to the responsible job performed by this nation's air traffic controllers and their importance to the traffic system. We believe that the settlement represents a just, reasonable and fair agreement. At a time when the President has called for reduced Federal spending, and has asked all Americans to help control inflation, our proposal--we believe--represents an equitable package."

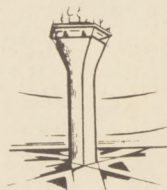
Future ATC Development Outlined to Congress

The Administrator has told Congress that the agency is developing a master plan for upgrading the air traffic control (ATC) system and expects to have it ready by October 1. Moreover, he added, "my goal is to achieve implementation of all items covered by the plan within four years." Testifying before a House subcommittee on June 16, the Administrator said the plan will result from an in-depth airspace review initiated in April to examine the performance of the ATC system and identify any areas where change could offer improvements. An advisory committee of aviation users is conducting the review under the direction of Deputy Administrator-designate Michael J. Fenello. For example, the committee is studying the current airspace structure and procedures with an eye to reducing user operating costs through improved flow management, more direct routings and other means. It's also examining the number of facilities needed for air traffic control and the proper role of each facility, as well as assessing the long-range improvement options flowing out of the agency's research and development program. The Administrator also said he is conducting a comprehensive review of individual technical programs, such as aircraft separation assurance, discrete address beacon system, advanced ATC computer system, en route radar and FSS modernization. "My examination of these programs thus far has given me every indication that there will be significant payoffs in both cost reduction and growth capacity from revitalizing the ATC system, which includes development and implementation of higher levels of automation. Further, there is every indication--but no commitment--that replacement of the 9020 computer

system is necessary, both as a step toward achievement of the more productive system of the future and to replace a system that may not be capable of supporting adequate services by the late 1980s." However, he said, he will defer "firming up the future computer system definition" until near the end of the year, when all the current technical reviews are completed.

Crew Blamed in High Dive

The National Transportation Safety Board has blamed a TWA flight crew for the 34,000-foot dive of a Boeing 727 near Saginaw, Mich., in April 1979. Contributing to the incident was a misaligned wing slat, which had been extended by the flight crew and could not be retracted. This, in turn, prompted "untimely flight control inputs" by the captain to correct resulting roll forces. The Board's investigation showed that the airliner had rolled 35 degrees to the right while it was cruising at 39,000 feet. The captain corrected this roll and leveled the wings, but a second roll was checked only momentarily before control was lost and the plane rapidly rolled onto its back. The 727 made a complete roll and remained uncontrollable until the slat tore from the wing as the airliner dove below 15,000 feet. The plane finally leveled off at 5,000 feet and made an emergency landing at the Detroit Airport.



Centers To Get Metering Package

Up to a \$1 billion or more a year in air carrier fuel costs can be saved with the aid of a software package that will be added to the IBM 9020 computers at all en route centers by the end of July. Called en route arrival metering program (ERM), it's designed to help centers better organize airport arrival traffic in en route airspace and hand it off to terminal areas at a rate that the airports can accept without incurring aircraft delays and congestion. A prototype ERM has been in operation at the Denver and Ft. Worth centers for the last two years. Results at Ft. Worth, for example, show that more than 450 million pounds of jet fuel (one gallon weighs about 6.5 pounds) were saved in 1979 for a cost reduction to the carriers of \$71 million. By extrapolating those results to all 20 centers, the agency estimates that the air carriers alone could save between \$650 million and \$1.3 billion annually in fuel costs. ERM uses computerized radar tracking data, route information, estimated time of arrival, airport acceptance rate and other factors to establish a sequence for arriving aircraft and determine for the flow controller at the center the precise moment metered aircraft should arrive at certain fix points. The flow controller then relays that information to the controllers working the traffic so that they can funnel it into the terminal area at proper speed and spacing to avoid delay and congestion. It will take six to nine months from the July delivery date before ERM will be fully implemented.



Regional Directors Named

Jonathan Howe has been named Director of the Southern Region as part of the agency's regional reorganization program. Howe is the only new regional director to emerge from the reorganization. Formerly deputy director of the Northwest Region, he succeeds the recently deceased Lou Cardinali. His deputy will be George LaCaille. The remaining line-up of regional directors and their deputies is as follows: Northeast Region - Robert Whittington and John Roach; Midwest Region - Murray Smith and John Shaw; Southwest - C. R. "Tex" Melugin and F. E. Whitfield; Western-Pacific Region - Charles Foster and Wayne Barlow; and Alaskan - Robert Faith and Garland Castleberry. The new appointments must be approved by the Secretary of Transportation.

A Little Bit Extra

The FSS specialist at Bluefield, W.Va., could have done his job, given the pilot what he asked for and let him bear the consequences. But Charles C. Hanson used his initiative and a little common sense in dealing with the pilot of a single-engine airplane that already had missed three ILS (instrument landing system) approaches and was running low on fuel. Hanson recommended a Direction Finder (DF) approach and proceeded to give the grateful pilot the necessary DF steers. Eight minutes later, the plane broke out of the clouds and the pilot reported the runway in sight. He landed a short time later, after one go around, with only 15 minutes of fuel in the tanks. Bluefield FSS Chief Ted Curtis summed up the flight assist by noting that "a potentially tragic accident was averted because Hanson recognized a dangerous situation early and did something about it."

New Regional Rundown

Under the new regional structure, the Western-Pacific Region will be responsible for the largest area--1,953,629 square miles--with approximately half that total coming from the incorporation of the Pacific Region. The Midwest Region is next in line with 784,408 square miles, including all of 11 states. In terms of employees, the Midwest Region has the edge with 11,079 FAAers in headquarters and the field. Right behind is Western-Pacific with 11,030. As far as air traffic control facilities are concerned, Western-Pacific and Southern will have the most en route centers (6), Western-Pacific will have the most towers (112) and Midwest will have the most flight service stations (73). Western-Pacific also will have the most Flight Standards Field Offices (32) and Airway Facilities Sectors (33). The Alaskan and Southern Regions are the only two existing regions unaffected by the reconfiguration. The Southwest Region has one major change--the inclusion of Arizona within its boundaries.

NASM Turns Five

Has it really been five years since the National Air and Space Museum opened for business on the Mall? Well, the people at the Air and Space Museum say it has and they're planning a Fifth Anniversary celebration July 1-5 to drive home the point. The agenda includes the opening of a major new exhibit on jet aviation, extended hours of operation, and free concerts and workshops. On display in the new Jet Aviation gallery will be the Messerschmitt Me 262, the world's first operational jet fighter; the Lockheed XP-80, the first U.S. operational jet fighter, and a number of other Jet Age firsts. The

Air and Space Museum opened its doors on July 1, 1976, as part of the nation's Bicentennial celebration. Since that time, it's hosted more than 45 million visitors, most of whom seemed to be on Independence Avenue during the evening rush hours.

Fenello Confirmation Set

The Senate Commerce, Science and Transportation Committee will hold a hearing June 24 on the nomination of Michael J. Fenello to be the FAA Deputy Administrator. A former pilot and executive with Eastern Air Lines, Fenello was named to the Deputy Administrator's post by President Reagan in April. He's been serving the agency in an advisory capacity since that time.

Thanks for the Blood

The June 8 and 9 visit of the Red Cross Bloodmobile produced another outstanding turnout of headquarters' employees. This time around, 142 people stretched out on a table and pumped out a bottle of that life sustaining fluid. The blood program coordinating committee again wants to thank everyone who made the visit a success and remind others that the Bloodmobile will be back again in August. The need for blood never slackens.



**Take
stock
in America.**