



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

# Headquarters Intercom

## The News in Brief

The U.S. airlines broke a 40-year-old safety record on June 30 by going 12 months and 18 days without a passenger fatality. The last airline accident involving a passenger fatality in scheduled or supplemental service was the June 12, 1980, Air Wisconsin crash in which 13 persons died. The old safety record was set between August 1939 and August 1940 when U.S. airlines flew only 1.2 billion passenger miles and carried three million passengers. By contrast, the new safety mark was established during a period when the airlines flew more than 280 billion passenger miles and carried 300 million travellers. • The guarantee of a seat in the non-smoking section of an aircraft for late-arriving passengers has been voided by the Civil Aeronautics Board. At present, airlines must accommodate passengers who request seating in the non-smoking section even if they arrive only seconds before the plane leaves. The new rule will require passengers to arrive by the designated check-in time--usually ten minutes before the plane leaves the gate--for a guaranteed seat in the non-smoking section. It goes into effect in September. • Nine of the ten busiest airports in the world are in the U.S., according to a survey by the Airport Operators Council International. London's Heathrow--the fourth busiest--is the only non-U.S. (See page 2)

## DARC Is Operational At All Centers

The Direct Access Radar Channel (DARC) now is operational in all 20 mainland en route centers after an accelerated implementation drive brought the final 17 centers on line in just eight weeks. Minneapolis, the last to go operational with the new computerized radar backup system, was commissioned on June 28. FAA Associate Administrator for Air Traffic and Airway Facilities James L. Bispo commended all the people involved in this effort when he said, "through consistent effort they made good on the commitment I made to the Administrator in January to implement DARC by June 30." DARC represents a significant improvement over the old, non-computerized broadband radar backup and is receiving solid endorsements around the system. At the New York Center, which commissioned its DARC on May 1, Deputy Center Chief (See page 2)

## Consolidation Delayed

Implementation of the agency's regional consolidation plan will be delayed while the entire plan is carefully reexamined. The delay and reexamination were prompted by requests from elected officials and by concerns about the impact of servicing foreign air carrier operations at some U.S. terminals.

## News Briefs (From page 1)

airport among the top ten. Of the top 100 busiest, more than half--57--are in the U.S. • The Air Line Pilots Association will celebrate its 50th anniversary on July 27. The union was founded in 1931 by six pilots meeting in secret to keep their bosses from finding out. In those days, pilots were paid by the mile, although they later were put on an hourly wage, and an experienced captain could pull down \$300 a month. Today, ALPA has 33,000 members and the pay is considerably better.

## DARC (From page 1)

Phil Harris said, "This is a drastic improvement. The transition is much simpler because the presentation is close to the NAS presentation that we're already using." Initially DARC will provide controllers with a limited data block containing a discrete aircraft code number and an altitude readout for aircraft equipped with an altitude-reporting transponder. Because of the limited data block, controllers must still use "shrimp boats" with DARC, but Harris says the equipment has been well accepted by controllers. He said this is partly because the DARC display is computer generated and provides controllers with a sharper, easier to read presentation than the "broadband" radar previously used for backup. Also with DARC, controllers have improvements to look forward to. An enhancement program which will provide a full data block similar to the one provided by the primary radar processing system is planned.

## Complaint Center Set Up

A complaint center to collect information on fraud and waste in Federal programs has been established by the Department of Transportation's Office of Inspector General. OIG has designated a telephone number and post office address for employees who are concerned about suspected waste, mismanagement or potential fraud. The number is 202/755-1855, and the mailing address is P.O. Box 23178, Washington, D.C. 20024.

## Two-Pilot Crew Upheld

The President's Task Force on Aircraft Crew Complement has upheld FAA's certification of the DC-9 "Super 80" with a two-member flight crew. In its July 2 report to the President, the Task Force said: "Operation of the DC-9-80 by a crew of two is safe. Adding a third crewmember would not be justified in the interest of safety." The Task Force also concluded that the Boeing 757 and 767 and the European-made A-310 "potentially can be operated safely by a crew of two." However, it said "it cannot prejudge the outcome of the certification process as it is to be applied to future aircraft." Additional details and a summary of the Task Force's recommendations will be carried in the next issue.



## Watch Whirling Blades

Anyone who thinks propeller accidents are a thing of the past had better think again. A recent study of the subject shows there were 319 "propeller-to-person" accidents during the 15-year period, 1965-1979, with 109 people killed and 220 others seriously injured. Pilots were involved in only 20 percent of these accidents, however, whereas passengers made up 50 percent of the total. The principal cause of accidents was deplaning into whirling propeller blades. That happened 89 times with 35 fatalities. Handcranking propellers was the reason for 69 of the 319 accidents and resulted in 13 deaths. Still, the research team from FAA's Civil Aeromedical Institute did find a hopeful sign among all these grim statistics. The average number of accidents dropped off sharply in the last 5 years of the study with 15.8 per year as compared with 24 per year in the first 10 years. The team cited educational efforts conducted through FAA's Accident Prevention Program as a major reason for the drop.

## Pub Guide Revised

The fourth edition of the Guide to Federal Aviation Administration Publications will be available this month. It lists approximately 5,000 FAA publications as well as many from the Civil Aeronautics Board, National Transportation Safety Board and National Ocean Survey that often are mistaken for FAA publications. The guide provides a one-sentence description of each publication, lists the price if applicable, and tells where to get it. FAA employees can get a copy from their regional public affairs office or by writing APA-430 at FAA Washington headquarters.

## Warnings Repeated

Where air safety is concerned, sometimes it's necessary to restate the obvious. That's what the National Transportation Safety Board has done in warning pilots to avoid those downwind takeoffs, and to be alert to the danger of thunderstorms now that summer is here. NTSB statistics continue to show an unnecessarily high number of accidents in which the storms and downwind takeoffs are cited as either a causal or contributing factor. For example, in 1978, thunderstorms were cited by the Board as either a cause or factor in 52 accidents, 29 of which were fatal. In 1979, the total was 53 with 33 of them fatal. Similarly, downwind takeoffs were a cause or factor in 90 general aviation accidents in 1978 and 75 in 1979, despite the fact that "taking off or landing into the wind is one of the cardinal rules a pilot first learns," the Board said.

## Jobs in Dakar and Lima

This week the International Civil Aviation Organization is advertising two-year positions in Dakar, Senegal, and Lima, Peru. In Dakar, the opening is for an ICAO representative, grade level, P-O with a gross salary of \$55,919 and a tax-free net of \$33,998 to \$36,939. The Lima job is for a technical officer (operations). The gross salary is \$38,167 with a tax-free net of \$25,672 to \$27,612. Applications are due in API-19 by August 15. Information about salary, duties, qualifications, applications and benefits is available at personnel offices.



## Parking Fee Set

The new parking contractor fee for employee parking in the Nassif Building and FOB-10A has been set at \$14 a month. This amount must be paid retroactive to March 1. Including the July charge, this will amount to \$70 for most patrons, but those who have already paid for March parking will owe only \$56. Van pools, handicapped persons and operators of two-wheeled vehicles will remain exempt from payment of the fees. These contractor parking fees are perfectly legal, even though the GSA parking fees imposed November 1, 1979, have been determined to be illegal. The new \$14 fee is higher than the fee charged in 1979 because the previous management contract has terminated and the current contract requires a higher fee. Fees should be paid in early July. Payments may be placed in the "drop box" in room 2228 of the Nassif Building or they can be mailed to: Department of Transportation, Office of the Secretary, Accounting Operations Division (M-45), 400 7th Street, S.W., Washington, D.C. 20590.

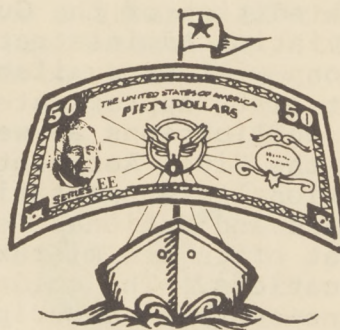
## FAA Cafeteria, Si: DOT, No

The FAA cafeteria has received an "Acceptable" rating in the Washingtonian magazine's annual "Best and Worst" listings. That's something like Honorable Mention, and only seven other Government cafeterias got the rating. The "Best" Federal food was judged to be that provided by the Treasury Department cafeteria. The "Worst" comes out of the DOT cafeteria.

## "Management Game" Program Scheduled

The FAA Women's Task Force will sponsor a program on The Management Game on July 15 from 12 noon to 1 p.m., in room 8 ABC of FOB-10A. The purpose of the program is to help participants evaluate and develop their skills in the areas of communications, decision-making, evaluating others and promoting themselves. Discussion will center on gaining and effectively using power, becoming comfortable with competition, making connections in the organization, developing a network of communications and support, and dealing with the stress of a career. The program will be conducted by Connie Hansbrough, FHWA (President, Southwest D.C., Chapter of FEW) and Nancy Blagg of the Office of Personnel and Training.

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## The News in Brief

In conjunction with the Air Traffic Facility of the Year Awards, a special award will be presented to the National Communications Center in Kansas City, Mo. The Center was cited for continued outstanding performance over the years that has contributed significantly to the safe and efficient movement of aircraft within the nation's airspace system. Each employee who worked at the Center for at least six months in 1980 will receive a certificate, and a special plaque will be awarded to the Center. ● A major expansion program is due to get underway soon at the Anchorage En Route Center. A new automation wing will be added, the dining area expanded and 99 new employee parking spaces added. Work on the \$1.7 million expansion is scheduled for completion by July 1982. ● Chicago O'Hare once again is the world's busiest airport in terms of passenger movements. The perennial Number One lost its title in May when Atlanta's Hartsfield International Airport edged ahead of it, but the O'Hare manager said he knew it wouldn't last. When the June passengers were counted at both airports, O'Hare had regained its position as King of the Hill.

● FAAers flying to Lawton to attend the Management Training School will be happy to know that they'll be landing at one of the safest airports in the Southwest Region. Lawton recently received an airport safety award from (See page 2)

## Five Facilities Picked For Annual Awards

For the first time, the agency has selected five winners in the annual Air Traffic Facility of the Year Awards program. They are the Seattle En Route Center, the Nashville Flight Service Station and three control towers. The Washington National Tower was picked as the outstanding radar facility, the Van Nuys Tower as the best in the VFR category and the Hutchinson, Kan., Tower as the leading non-radar approach facility. The Seattle Center was cited for its very high productivity with low use of overtime. Consideration also was given to the facility's excellent performance in meeting the unusual traffic demands resulting from the eruption of Mount St. Helens in May 1980. The Nashville FSS averaged 23,400 flight services per specialist in 1980. That's well above the national average of just under 20,000 per specialist. Even more important, the Nashville crew handled the increased workload without being involved in a single system error. The common denominator for the selection of the three towers was high productivity with minimal or no system errors. For example, National Airport controllers moved over half a million aircraft in 1980 without a single operational error. The Van Nuys crew distinguished itself in a similar manner at the world's busiest general aviation airport. Van Nuys has 1,400 (See page 2)

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## News Briefs (From page 1)

Regional Director C. R. "Tex" Melugin. It was only the second such award to be presented in the five-state region and recognized Lawton's outstanding record over the years in meeting the standards of FAA's airport certification program. • After extensive study and an evaluation of public comment, Buffalo, N.Y., has been withdrawn as a Terminal Control Area (TCA) candidate site. Of the original 44 sites proposed by FAA, Buffalo is the 20th to be withdrawn.

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## Awards (From page 1)

based aircraft and last year recorded 567,055 takeoffs and landings. Unusual operations are standard at Hutchinson Tower. Because of its proximity to the aircraft manufacturing center of the country, the airport is used for a variety of testing as well as training operations. Regardless, Hutchinson controllers maintained a record of zero system errors while handling this mixture of traffic.

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## Airport Policy Proposed

A proposed new policy for Washington National and Dulles Airports was announced last week by Transportation Secretary Lewis and FAA Administrator Helms. To prevent groundside congestion at National, a ceiling of 16 million passengers a year would be set for the airport. Other proposed moves to control noise and avoid congestion at National include cutting the hours of airline operations from 16 to 15 a day and reducing the number of scheduled airline flights per hour from 40 to 37. At the same time, hourly allocations for commuter airline flights will be

increased from eight to 11. Besides these changes, the proposed policy would impose stringent noise limitations for operations at National. These noise limitations and other policy changes are expected to increase the use of Dulles International Airport as airlines switch flights to the larger, underutilized facility. Also, to further increase the use of Dulles, ground transportation to the airport will be improved by accelerating construction of a high-speed, limited access highway that will link downtown Washington, with the Dulles Access Road. A public hearing on the proposed policy is set for July 28-29 in Washington, with implementation of the final policy set for October 25.

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## Guard Purse and Person

A recent issue of U.S. News & World Report has some disturbing statistics on crime in Federal office buildings that ought to inspire every government employee to be a bit more security conscious on the job. For example, it notes that thefts of government property increased by 177 percent from 1979 to 1980, when losses totaled some \$2.3 million. In addition, pilferage of employees' personal property rose by 122 percent, totaling nearly \$980,000. Meanwhile, assaults jumped 60 percent and vandalism 87 percent. The Washington, D.C., area, with its high concentration of government workers, proved particularly attractive to thieves. Some \$1.4 million in government and personal property was lifted from Washington Federal buildings in 1980, nearly half the national total. And things aren't any better this year. Items worth almost \$500,000 disappeared in the first four months. So take care now, you hear!

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## More on Task Force Report

The President's Task Force on Aircraft Crew Complement did more than just uphold the safety of two-member flight crews in the DC-9-80, as reported in a previous Intercom. It also found that FAA procedures for certificating crew complement were basically sound and could be applied to future aircraft, such as the Boeing 757 and 767, with certain improvements designed to keep the agency in the forefront of advancing technology. For example, it recommended that FAA strengthen its certification staff by adding specialists in such areas as flight control systems, digital avionics and attendant computer software. It also urged the agency to augment its certification teams with qualified line pilots from the air carriers to help develop crew procedures and training requirements. Other safety-related recommendations dealt with the need for implementation of a collision avoidance system, carriage of altitude-reporting transponders in heavily traveled airspace, installation of some form of vertical guidance on all air carrier runways and improvements in pre-flight and in-flight weather services. The Task Force also suggested that airline co-pilots be required to have an ATR with appropriate ratings and that the Federal Aviation Regulations relating to flight crew responsibilities be simplified and clarified.

## 1981 Safety Picture Bright

-Halfway through 1981, both air carriers and general aviation are showing a better safety record than last year. The trunk and international carriers made it through the six-month period without a single passenger fatality. However, there was one accident involving a local-service carrier that claimed seven lives and two separate ground accidents in which a mechanic was killed. General aviation, meanwhile, registered an 11-percent drop in the number of accident fatalities. They were down from 633 in 1980 to 561 this year. Commuter airlines and air taxis were the only operators to buck the improvement trend. Commuter fatalities increased from 9 to 19 due primarily to a midair collision near Loveland, Colo., in April that claimed the lives of all 13 persons aboard the commuter plane. Air taxi fatalities increased from 35 to 42.

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## Long-Term Training Candidates Picked

Four FAA employees have been selected for the agency's 1981-1982 long-term training programs, which provide a year of graduate-level studies at various educational institutions throughout the country. Picked for the Education for Public Management Program were Mary J. Austin, Coast TRACON, Santa Ana, Calif., and Barbara K. Herten, Poughkeepsie (N.Y.) Flight Service Station; for the Air Transportation Systems Specialist Program were Rudolph J. Escobedo, FAA Academy, and Jack Nager, FAA headquarters.

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## Blood Type on Licenses May Save Lives

All employees are being requested by the Logistics Service to write their blood type on the reverse side of their Government driver's licenses. The request is made for the employees' personal safety. In the event of an accident, the blood type information would make it easier to give an immediate blood transfusion, which could make the difference between life and death.

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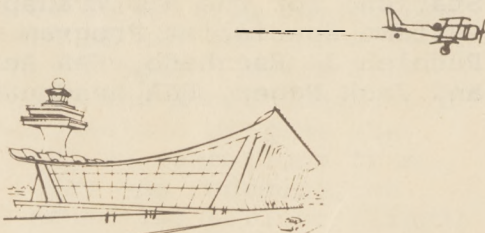
## LP Cars Must be Checked

The General Services Administration has banned the parking of liquid propane (LP) powered vehicles in garages under their control until the owners submit certification from an independent testing laboratory approved by GSA that the system is installed in accordance with the applicable standards. This regulation applies to parking in all DOT headquarters garages, including the FOB-10A garage. The certification is required on a yearly basis and is void if any alterations are performed on the LP system.

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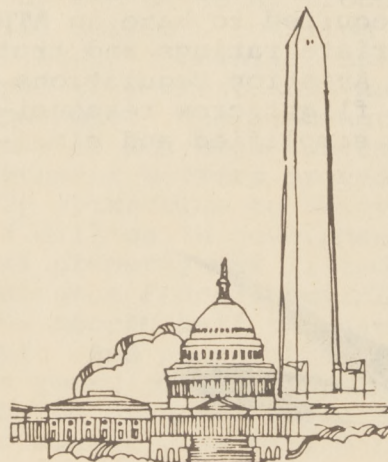
## Awards and Rewards

The Office of Accounting presented Special Achievement Awards to Richard C. Clough and to Mary Good.



## Airspace Over D.C.— A Prohibited Area

Cross Independence Avenue in front of FAA headquarters and you're in P-56A. The "P" stands for prohibited area, but it applies only to aircraft. P-56A is an 18,000-foot high, irregularly shaped rectangle of airspace. It protects much of the Federal City, including the Capitol and the White House. There is also a second prohibited airspace over Washington; P-56B is a circular area four miles in diameter, with the U.S. Naval Observatory at its core. This space was established because vibrations from aircraft could disturb delicate equipment housed in the observatory. Prohibited airspace zones over the District of Columbia were first established following the passage of the Air Commerce Act of 1926. But prior to 1938, such designations were for temporary periods. However, in 1938, with the threat of World War II, President Roosevelt signed an order which created permanent prohibited zones. Like the draft, the prohibition was permanent during the War and is still permanent.





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## The News in Brief

FAA has accepted the conclusions and primary recommendations of the President's Task Force on Aircraft Crew Complement. In a report released July 2, the Task Force supported the two-member crew concept for the DC-9-80 and future aircraft. It also upheld the basic soundness of FAA's certification process but made a number of recommendations to upgrade staffing and improve procedures. The Air Line Pilots Association also has voted to accept the report although expressing disappointment with the findings. • The agency has withdrawn a notice of proposed rule making, issued over two years ago, that would have established a schedule of administrative user charges for various FAA services. For example, each written test would have cost \$17, a student pilot's certificate \$10 and the practical --or flight--test for a private pilot certificate or additional rating, \$113. FAA took the action because it said "the economic data supporting the proposed fees are no longer current." The agency also noted that the impact of such a proposal on the economy must be re-evaluated. The NPRM was issued in April 1978 and drew more than 8,000 comments, most of (See page 2)

## Three Honored for Outstanding Flight Saves

The three winners of the outstanding flight assist awards for 1980 are Gregory Snyder, Oakland ARTCC; Gary W. Bentley, Gage (Okla.) Flight Service Station, and Christopher Johannson, formerly of the Fairbanks (Alas.) Airport Control tower but now at Charleston, S.C. The three ATC specialists, all of whom are pilots, will receive their awards from the Administrator at headquarters on July 24. The award-winning flight assists were among 2,695 made by ATC specialists during 1980. Snyder's flight assist involved a twin-engine plane that lost power in both engines within a short space of time. Snyder vectored the airplane to the Red Bluff, Calif., airport and then talked the pilot through a difficult spiral descent in a thick overcast to a safe deadstick landing. Bentley's problem was a non-instrument rated pilot who was caught on top of a thick overcast with his fuel supply rapidly running out. Using his own piloting experience, Bentley carefully explained every move as he kept track of the plane's position with direction finding (DF) equipment. Coaching and sometimes cajoling, he brought the inexperienced pilot down to a safe landing at the Gage Airport on the second attempt. Johannson's flight assist was kicked off by a panicky radio message which said, "Something's happened to my husband. (See page 2)

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## News Briefs (From page 1)

them adverse. Congress subsequently adopted legislation prohibiting FAA from implementing the proposed fees without prior Congressional approval. • The Northway (Alas.) FSS may have set some kind of record for a facility of its size recently when the station's direction finding (DF) equipment was used five times in a single month to spot lost pilots and guide them to safety. Specialist James A. Burton was credited with three of the flight assists and Robert A. Stanberry with the other two. In one instance, Burton used the DF equipment twice to guide the lost pilot to the local airport. The first time, the pilot had the airport in sight but lost it, requiring Burton to bring her around again. The second time she landed safely. • For the outstanding manner in which they responded to an in-flight emergency, a flight inspection crew from the Battle Creek, Michigan, Flight Inspection Field Office has been recommended for a group Special Achievement Award. Gerald Regts, pilot in command; Jeffrey Randall, second in command, and Vernon Hazzard, airborne technician, all reacted in an outstanding professional manner when the landing gear of the Sabreliner they were flying failed. After a wingtip brushed the runway, they went around and subsequently made a successful gear-up landing, which caused only limited damage to the aircraft and no injuries.

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## Report Calls for More Air Traffic Automation

Increased use of automation could significantly enhance the efficiency of the air traffic control system as well as provide substantial

safety benefits, a new FAA report asserts. The report advocates the application of modern computer technology to perform many of the routine, time-critical tasks now performed manually by air traffic controllers. The results would be increased controller productivity with less opportunity for system errors. Discussed in depth by the report is the Automated En Route Air Traffic Control (AERA) concept which would permit more fuel-efficient aircraft routings. FAA studies have shown that the potential for fuel savings in an AERA system can be as high as 10 percent for flights receiving these services. Essentially, the report concluded that the AERA concept is feasible, the degree of automation implied can be achieved through state-of-the-art equipment, the system can be designed so that no aircraft would be placed in danger by complete failure and, finally, that AERA has benefits that are substantially larger than its costs.

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## Flight Saves (From page 1)

"I'm in control, but I don't know how to fly," The woman's husband was unconscious after a stroke, and she was trying to fly the single-engine aircraft by herself. Fortunately, she had just completed a "pinch hitters" course designed to deal with this situation. Unfortunately she was seated behind her husband and couldn't move him from the controls. But she managed to fly the airplane anyway by leaning over her husband's inert body and following Johansson's step-by-step instructions. After what seemed like an eternity, she brought the plane down at the Fairbanks Airport and escaped injury when it veered off the runway and overturned.

*Publ Smith  
68075*

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## Evidence of Payment a Must

As a result of a recent change to Travel Order, 1500.14, employees who lease a trailer or mobile home as living quarters while on temporary duty will have to attach a copy of the lease/rental agreement and evidence of payment to claim reimbursement of travel expenses. These attachments will help expedite the examination and payment of travel vouchers.

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## Montreal, Paris Jobs Open

The International Civil Aviation Organization's latest list of job openings includes a two-year assignment as an ICAO representative in Paris. The position pays \$55,919 with a tax-free net ranging from \$33,998 to \$36,939. In addition, ICAO has two-year openings in Montreal for an Assistant Treasury Officer, \$30,518 gross and \$21,600 to \$23,104 net; Technical Officer, \$38,167 gross and \$25,672 to \$27,612 net; Chief, Air Transport Studies Section, \$48,661 gross and \$30,776 to \$33,318, net and Language Officer (translator), \$24,233, gross and, \$18,027 to \$19,195 net.

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## Order Cancelled

The Office of Airport Planning and Programming has cancelled obsolete Order 5100.5, Public Works and Economic Development Act of 1965-- Supplementary Grants for Federal-Aid Airport Program Projects, dated 6/22/67. The cancellation will appear in the next issue of the Directive Checklist.

## ARC Burn Caused Failure

A fan blade break caused by an electrical arc burn was the reason an engine cowl fell from a DC-10 near Washington's Dulles Airport last January 31, according to the National Transportation Safety Board. The Northwest Airlines flight returned immediately and landed safely without incident. The Board also noted that the failing engine caused damage to components other than the engine itself and pointed out that FAA regulations require that damage be contained. As a result of the investigation the Board recommended that FAA require additional inspections of titanium alloy fan blades and review associated designs.

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## Thoughtful Letter Welcomed

Do FAA's top managers pay attention to letters from concerned employees - even ones that aren't signed? YES. And those letters are important. In one received recently, the writer pointed out that money could be saved by using simulators instead of airplanes for most training purposes. Good idea! Working on this suggestion, it was learned the FAA has already tried to purchase simulators for that exact purpose but has been turned down by Congress. The agency does, nevertheless, rent simulator time. In fiscal year 1980, FAA pilots put in 5,773 hours on those simulators. All this shows that ideas, even ones that are unsolicited, are wanted, helpful and of value, and more importantly, they don't wind up in the circular file. To the writer of this letter--good idea. The Administrator appreciates the time and effort put into it.

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## Retirees

In June the following employees retired from FAA headquarters: AAA - Mary Good; ALG = James Stephanson, Bernard Platon; APT = Marcia B. Shannon.

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## TCAS Meeting Scheduled

To aid the aviation community in their understanding of the recently adopted Threat Alert and Collision Avoidance System (TCAS), a technical symposium covering system development and implementation will be held in the FAA auditorium on July 22, from 9 a.m. to 5 p.m. Registration will begin at 7:30 a.m. For additional information call SRDS on x63548.

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## EKG Not a Must

The Aerobatic Fitness Evaluation Program wishes to clear up an ambiguity in material sent out to Offices and Services recently. In the material was a physician consent form stating that a resting electrocardiogram (EKG) is an absolute requirement for aerobatic testing. However, this is not the case. While the physician consent form is required, the EKG is not. Program officials also reiterate that completed forms should be sent to FAA's AAM-600, not to the Department of Transportation.

## Women's Luncheon Set

Admiral John B. Hayes, Commandant of the Coast Guard will kick off the Fourth Annual Coast Guard Headquarters Women's Program luncheon to be held at the Ft. McNair Officers Club at noon on July 23. Pat Reuss, Legislative Director of the Women's Equity Action League, will give the keynote address. Reservations for the \$7 luncheon can be made with Teresa Weathersby, x61948.

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## Safety Courses Offered

A special course, Technical Aspects of Flight Vehicle Safety will be given by the University of Southern California during the summer term for its degree program at Crystal Plaza Building, No. 6. The course will cover all the technical considerations and physical phenomena related to the safety of flight. This course and two others, Investigation of Accidents and System Safety Engineering, are offered as part of USC's Master of Science in Safety program for Federal employees in the Washington, D.C., area. Employees seeking professional upgrading to broaden their safety knowledge may enroll in these courses as non-degree students. Classrooms at Crystal City are accessible by Metro. Ample free parking is provided in the basement. Classes from July 27 through Sept. 9, two nights a week, 5:30 - 8:30 p.m. Registration is now open by mail. For full details and a free information kit, call 531-5025 or 321-7057.



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Half way through 1981, the Fort Worth Center seems a good bet to displace Cleveland as the agency's second busiest en route facility this year. During the first six months, Fort Worth averaged 5,342 daily operations as compared with 5,647 for first-place Chicago and 5,067 for third-place Cleveland. Meanwhile, the Houston Center has moved into fourth place just ahead of Atlanta. Overall center activity was up one percent in the first half of 1981, with nine facilities showing gains, nine showing losses and two recording no change.

o The agency has certificated two new high-thrust Pratt & Whitney turbo-jet engines designed to power the coming generation of jet transports. So far the 48,000-pound-thrust JT 9D-7R4D1 and the 50,000-pound-thrust JT9D-7R4E1 engines have been specifically selected as powerplants for the European consortium A310. o The Southwest Region's Air Traffic Division has held preliminary talks with a firm that is hoping to launch the country's first privately owned rocket into space. The backers of the project were told they would have to apply for a waiver to the air traffic regulations for a test launch this summer from Matagorda island on the Gulf Coast of Texas. They were told that if the waiver is granted, it would probably restrict the test (Continued on page 2)

## Outstanding Handicapped Couple Honored

For the first time, a couple, rather than an individual, has been selected to receive FAA's annual outstanding handicapped employee award. Michael D. Tener and Vicki L. Tener from FAA's Mike Monroney Aeronautical Center are both suffering from debilitating diseases and are partially confined to wheelchairs. His illness has weakened his bones, while hers has attacked the leg muscles. For their courage and dedication, they were presented award plaques last week by Center Director Benjamin Demps. Accompanying the award were personal letters from the Administrator, which said, in part, "From a group of truly exceptional candidates, you best exemplify the spirit of courage and dedication that characterizes FAA's handicapped employees. Your extraordinary services and achievements are a profound inspiration for us all. We are proud that you are a part of the Federal Aviation Administration." From their wheelchairs, the Teners "fly" aircraft targets that show up on trainees' radar scopes in the Center's simulation labs. On a typical day, they fly a half-dozen "aircraft." They were among the first physically handicapped employees in the Educational Aid or Pilot/Ghost program. Partly because of their example, the Center went ahead and hired another 27 physically handicapped Educational Aids.

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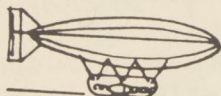
## News Briefs (From page 1)

flight to an altitude of 14,500 feet, with the splashdown within U.S. territorial waters. Existing terminal radar systems can be used to detect wind shear, but more work needs to be done before they are used for that purpose under actual operating conditions. This is the conclusion of researchers at the Tech Center who recently completed a project using a test system consisting of an ASR-8 airport surveillance radar, parabolic rotating antenna and computer. The specially instrumented terminal radar is one possible solution to the wind shear problem being examined by the agency's Systems Research and Development Service.

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## Controller Commended

Dan Gagner had just closed up the tower for the night and was standing outside beside his motorcycle when he noticed that a late arriving DC-9 was lining up to land on one of the airport's short runways. "I ran to the tower, threw open the door, raced up the steps and advised the pilot on the runway length," he later said. For his action, Gagner received a letter of commendation from team supervisor Lou Wallace, who said, "Gagner saw an emergency and responded to it in an outstanding and highly professional manner." Although an airline spokesman said the pilot was already aware of his mistake when Gagner radioed, the airline rep added, "Still it was a whale of a gesture on his part."



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## July WORLD in Mail

It's not exactly "Roots," but Theron Gray's account of his visit to Africa with former Deputy Administrator Quentin Taylor to survey the continent's aviation needs makes fascinating reading in the July FAA World nonetheless. After their two-week tour of seven countries, they concluded that "even our smallest investment in Africa will be deeply appreciated, for the needs here are really basic." Also in the July issue is an account of Wiley Post's around-the-world flight 50 years ago this month and a statement of the Administrator's management philosophy. Readers also will find "People" and "Q&A" and a special order form for the FAA history series.

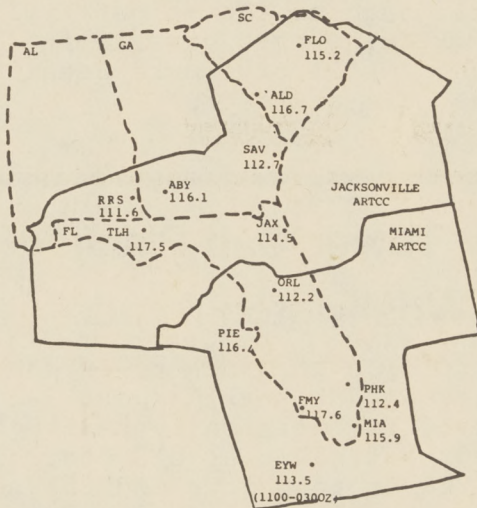
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## 'Major Repair' Clarified

The agency is proposing to change its regulations to clarify what constitutes a major aircraft repair --which is one that must be reported to FAA. The proposed change is an outgrowth of the investigation into the crash of an American Airlines DC-10 in Chicago on May 25, 1979. The proposed change, which was published as a Notice of Proposed Rule Making in the July 23 Federal Register, calls for the publication of an Advisory Circular that will reiterate the official definition of a major repair and include a representative, but not an inclusive, list of types of major repairs. The official definition of a major repair is one "that, if improperly done, might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics or other qualities affecting airworthiness." Interested parties will have until September 21 to comment on the proposal.

## VOR Weather Broadcasts To be Tested

In mid-August, the agency will begin a 60-day evaluation of a new method of providing hazardous weather advisories for pilots. The test program, called Hazardous Inflight Weather Advisory Service (HIWAS), calls for selected



Jacksonville and Miami enroute center areas--HIWAS area--outlined by solid line.

flight service stations in the Southern Region to record SIGMETs, AIRMETs, and urgent pilot weather reports for continuous broadcast over 13 VORs in the Jacksonville and Miami ARTCC areas. Actually, pilots will have the option of listening to the VOR broadcasts or directly contacting any FSS facility. The test will require flight service specialists at the HIWAS facilities to have the hazardous weather reports on the VOR broadcast within six minutes of receiving them. Also, during the test, non-participating air traffic facilities within the test area will not be required to broadcast hazardous weather reports. FSS's will routinely provide them when contacted by pilots. Pilots will be advised by NOTAM when the HIWAS test will begin and which FSSs and VORs will be involved.

## Blind May Keep Canes

FAA has changed its rules and will now permit blind airline passengers to keep their flexible travel canes at their seats instead of turning them over to the flight attendant for stowage during takeoff and landing. The amended rules will assure safe stowage of the canes in all situations and, at the same time, keep them readily available for use by blind passengers in an emergency. Effective November 20, blind passengers will be allowed to stow their travel canes under the row of seats directly in front of them as long as the canes do not protrude into the aisle. Canes also may be stowed flat on the floor between a window passenger seat and the fuselage, or beneath any window passenger seat and the seat directly in front. In addition, other methods devised by airlines for safely securing canes at the seat locations may be approved by the agency.

## Commuter Regs Approved

New security regulations affecting commuter airlines have been approved by the Office of Management and Budget and will go into effect September 11. The new regulations will require full security measures for aircraft with 60 seats or more, with less stringent requirements for smaller aircraft. The agency had originally proposed stricter standards for the smaller craft, but after a series of consultative meetings with the industry, the agency agreed that the stricter standards were not needed.

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## New Directory Coming

At long last the new and especially welcomed Department of Transportation telephone directory is about to come off the press. According to the current schedule it will be distributed "by the end of the month." Barbara Brown, the OST computer systems analyst who is in charge of publishing new directories reports a new computerized process has been used this year. This will make it much easier to update the directory in the future.

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## Baseball Strike? Not at FAA

Scorecard! Get your scorecard here! Policy and International Aviation (API) didn't know what they were getting into when they challenged the Office of Aviation Standards (AVS) to a softball game. Over 30 pilots, engineers, doctors, sleuths, and other assorted AVS bureaucrats volunteered to take swings at API (pitches, that is)! Choosing the right name was the first hurdle. Coach Don Blazer wanted "Blazer's Bandits." But Assistant Coach Spider Thomas thought "Spider's Spoilers" had a nicer ring to it. In came the heavy artillery when the front office decided "Walt's Wildcats" was a better idea. A Decoy, Illusion, and Rotten Tricks

(DIRT) committee was formed under the expert guidance of Joe Sullivan. Under his direction the cheerleaders are charged with SCUM (seductive, covert, and unauthorized moves) to distract their unworthy opponents. (An unidentified API spokesman would only comment, "As a matter of policy, we would rather have the last laugh.") The game is tentatively scheduled for August 16, although so far no park will risk allowing this game in its fields. We'll give more details as they are available.

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## New Tower Cab Planned For Washington Airport

Construction of a new tower cab at Washington National Airport is expected to begin early next year. The current, 30-year-old control cab will be torn down and the new structure built in its place. While construction is going on, controllers will work in a temporary cab located just to the north of the present tower. This same construction technique was used in the early fifties when the present tower was built. Unfortunately, before the new structure was completed, the temporary one burned down. Construction of the completely new cab, including all the electronic components, is expected to be completed by the fall of 1983.

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

# Headquarters Intercom

## The News in Brief

Michael Fenello was confirmed July 24 by the full Senate as FAA Deputy Administrator. Fenello, who spent 38 years with Eastern Airlines as a pilot and executive before coming to FAA, is now ready to be sworn in to the agency's second highest job.

● The agency has awarded a \$4.9 million contract to Dick Corp. of Pittsburgh for the construction of an air traffic control tower, including an eight-sided cab and base-building, at the Pittsburgh International Airport. The tower designed by Welton-Becket will be 195 feet high, and the two-story base-building will be 22,000 square feet. A ground breaking ceremony for the project is planned for Aug. 14. The building is scheduled to be completed by the summer of 1983.

● The Boeing 767, the only two engine wide-body built in this country, is scheduled to be rolled out in Seattle on Aug. 4. First flight is expected to take place on Sept. 30. The twin-aisled aircraft will carry over 200 passengers. Certification is targeted for July 1982. ● Time is running out for the submission of nominations for the annual Flight Instructor and Aviation Mechanic of the Year Awards. The deadline is Aug. 17. Although FAA employees are not eligible for awards, they can submit nominations. FAA supports the industry-run program in a number of ways, (See page 2)

## New User Taxes Backed

Present aviation user taxes recover only 36.5 percent of FAA costs, and the Reagan Administration thinks the figure should be substantially higher. Consequently, the Administration has proposed a series of new and higher user taxes that would require both commercial and non-commercial aviation to pay their fair share of FAA's costs in equipping, operating and maintaining the nation's airport and airway system. The airlines' share would come from a 6.5 percent ticket tax, a \$3 per passenger tax on international departures, a five percent cargo waybill tax and a tube and tire tax. General aviation operators would pay a 12 cents-per-gallon tax on aviation gasoline that would increase gradually to 36 cents in 1986. Similarly, there would be a 20 cents-per-gallon levy on jet fuel used in general aviation, rising to 65 cents in five years. The Administrator told a Congressional committee on July 27 that the proposed tax schedule would provide the revenue needed for development of the national aviation system and also relieve the burden on the general taxpayer by requiring aircraft operators to pay for the services they use.

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## News Briefs

such as participation in the selection of regional and national winners and holding the awards ceremony at FAA Washington headquarters on Oct. 15. • No one can accuse the Alaskan Region of not planning ahead. On July 29, when most of the Lower 48 was basking in yet another heat wave, the FAAers in Anchorage co-sponsored a pilots' meeting to discuss winter survival tips. Well, maybe they have the right idea. Winter will be here before we know it, especially in Alaska. • "Human Factors in Aircraft Accidents" and a number of other topics will be discussed at the Northwest Region's ninth annual Aviation Law Seminar, Sept. 25-27 in Union, Wash. Co-sponsored by FAA and the Seattle King County Bar, the seminar will feature specialists from both government and industry. For a brochure or additional information call FTS 396-2670.

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## Proposal Puts Teeth In Alcohol-Drug Regs

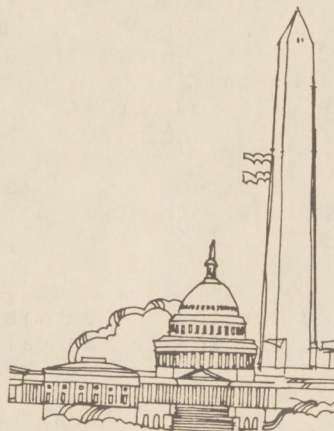
The agency has issued a proposed rule that would put teeth in its regulations prohibiting pilots from flying while under the influence of alcohol or drugs. The proposal says pilots may not fly an airplane when their blood level contains .04 percent or more of alcohol by blood volume. In addition, the proposal includes an "implied consent" provision similar to that used by most states to enforce their drunk-driving laws. The proposed rule would give FAA a scientific standard that could be used to take immediate action against drinking pilots. For

example, inspectors could request pilots who obviously have been drinking to take the breath test and, thus, possibly deter them from flying. Comments on the proposal are due by Nov. 13.

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## Ultralight Rule Clarifies Status

The agency has issued a proposed rule which would permit ultralight flying vehicles, weighing less than 155 pounds with a fuel capacity of 15 pounds (about 2.5 gallons) or less to be flown without FAA certification of the operator or the aircraft. However, operators would have to meet visual flight rules (VFR), visibility and clearance-from-clouds requirements. In addition, there would be a ban on night flights and flying in certain controlled airspace and over congested areas. Ultralight operators would be required to yield right-of-way to all other aircraft. Vehicles that exceed the weight and fuel limitations would require certification of both aircraft and pilot.



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## Misuse of Navaid Leads to Crash

The fatal crash of a Cascade Airways flight last Jan. 20 probably was caused by the flight crew's misuse of navigational aids during the landing approach at the Spokane Airport, the National Transportation Safety Board says. Seven persons, including the two-man crew, were killed when the Beech 99A struck the top of a fog-shrouded hill short of the runway. NTSB concluded that the plane descended prematurely because the crew was taking distance measuring equipment (DME) readings from the wrong navigation aid, leading them to believe they were 4.2 miles closer to the runway than they actually were. Cascade Airways was upgraded from a commuter airline to a local service carrier shortly before the accident occurred. The crash is the only one involving passenger fatalities by a Part 121 carrier in the last 13 months.

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## FAA Saves in Printing

A change that could save up to \$85,000 a year involving the publication of airworthiness directives (ADs) in bound volumes has been proposed by the agency. Since nearly 40 percent of the existing ADs were issued before 1971 and now are rarely revised, FAA wants to separate them from those issued after that time. Presently the two AD volumes (one for small aircraft and one for large) are reprinted every two years. Under this plan, the two complete volumes would be reprinted only every eight to ten years, but the agency would publish addenda to these volumes on a two-year cycle containing those ADs issued since 1971.

## Takeoff Performance Conference Set

Takeoff performance requirements for transport aircraft will be the subject of a FAA technical conference scheduled for Nov. 16-20 in Seattle. The week-long meeting will cover all factors affecting takeoff and accelerate-stop distance for transport category aircraft, including wet runway accountability and mandatory requirements for anti-skid systems. Also discussed will be associated factors such as tire failure, surface winds, decision speeds, reverse thrust and flight-path criteria, including all engines and one-engine inoperative with reduced thrust. Abstracts of material to be presented at the conference are requested by Sept. 28, and a detailed agenda is scheduled for publication by mid-October. The contact point for additional information on the meeting is Brenda Courtney in Washington headquarters (755-8714).

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## ARTS II Buys Completed

The last unit in the second ARTS II buy is scheduled to be shipped to Ft. Myers AFB, Fla., from the Burroughs Corp. this week. This brings the total number of ARTS II shipments to 90 since the first was delivered to an operational site in November 1977. Of the 16 units in the second buy, seven have already been commissioned in FAA facilities. Another is operational at the Patuxent River Naval Air Station and two are in storage at the FAA depot. Commissioning of the other six is being delayed not because of the ARTS II equipment but because field facilities are not yet ready for installation.

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## A Chance to Save a Life

Donors with B-negative type blood have a specially good chance to save a life by giving blood when the Bloodmobile again visits FOB-10A this week. All donors should remember that 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.



**Date:** August 5th and 6th

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

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

AMERICAN RED CROSS

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## Learn Self Defense

A demonstration of the Japanese art of aikido will be sponsored by the Southwest D.C. Chapter of Federally Employed Women, F.E.W., at noon, August 11 in the Nassif Building, room 8334. All employees are invited to attend.

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FAA INTERCOM is published weekly for employees of the FAA/DOT by the FAA Office of Public Affairs...Editor, Ted Maher...Production Assistant, Anne Catlett...APA-330...Room 908C...x68521.

## Free Films Scheduled

Another series of aviation films is scheduled for the Air and Space Museum theater, now called the Langley Theater. All films start at 7:30 p.m. Admission is free and seating on a first-come, first-served basis. The first four films to be presented are:

**I WANTED WINGS**--September 10. The lives of three Air Force pilots are changed when two women enter the picture. With Ray Milland, William Holden and Veronica Lake.

**THE DAM BUSTERS**--September 17. The story of the development of a bomb that would destroy the Ruhr Valley dams and the subsequent success of the mission. With Michael Redgrave.

**BATTLE OF BRITAIN**--October 1. An epic drama that covers 16 weeks in 1940 when Nazi Germany launched massive air assaults against Great Britain. With Laurence Olivier, Michael Caine, Christopher Plummer, and Trevor Howard.

**JET PILOT**--October 15. An Air Force colonel assigned to extract military information from a Soviet female jet pilot, who is supposedly defecting, instead falls in love with her. With John Wayne and Janet Leigh.

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## Planning for the Future

On Friday, August 21, the National Black Coalition of Federal Aviation Employees (NBCFAE) will sponsor a career seminar entitled "Planning for the Future" at the Twin Bridges Marriott. The seminar will concentrate on the careers within FAA, and what qualifications are necessary for obtaining certain positions. It will last for a full day and will include a luncheon speech by Murray Smith, Eastern Region Director. For more information contact Edith Egypt-Powell, x63507 or Charlotte Harrison, x64978.



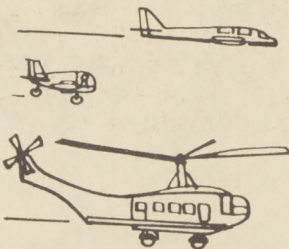
U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## Military Comes to Help

Non-striking controllers and first-line supervisors are getting some much needed help in running the air traffic control system from the U.S. military. Army, Navy and Air Force controllers from military bases all over the country are stepping in to fill the gaps in airport control towers. These professionals are FAA certified. They have been trained using the same FAA handbook, procedures, phraseology and separation standards as regular agency controllers. Although they still need instruction in local airspace and procedures after they are assigned to a particular facility, all will be operational in a short time. Currently there are close to 900 of these military controllers either on duty at FAA facilities or getting ready to join the agency on a temporary basis. Some of these controllers have already mastered the indoctrination material and are now taking on-the-job training (OJT) at active air traffic control facilities. As new civilian controllers are trained, the soldiers, sailors and airmen will return to their military units.



## Controller Training Moves Into High Gear

The rebuilding of the air traffic control system has begun with a program to train between 7,000 and 8,000 new controllers. On August 11 the first post-strike class of 143 tower and center controller trainees began a 17 to 20 week course at the FAA Academy in Oklahoma City. These initial hires were drawn from a register of 9,000 people who previously had passed the test for a controller's position. Some of the students in the class had been waiting up to three years for an opening. The next class, which is expected to have 288 trainees, will start Sept. 1. Despite the expanded training program, which could see the Academy go to a 24-hour-a-day, three-shift operation, Academy Superintendent Ed Harris said, "We will continue to graduate top notch controllers ready to go to work and continue their training in the field." Once the Academy training program is in full swing, the agency estimates that it could be turning out as many as 400 graduates a month. Agency employees, less than 31 years old, interested in becoming controllers should contact their regional personnel offices to find out when a non-competitive test, designed especially for FAA employees, will be given. Employees can also take the competitive test which is administered by the Office of Personnel Management (OPM). (See page 2.)

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## Training

(From page 1)

This exam will be open for test applications from August 17 through 28. To sign up, employees should contact the nearest OPM job information center. The advantage of taking the OPM test is that it might be available sooner than a regional test. Actually, the tests themselves, given by the agency and OPM, are identical. Successful applicants in both of these programs will receive air traffic indoctrination/orientation and then proceed to the FAA Academy in Oklahoma City, Oklahoma for pass/fail training. After an initial three weeks of basic air traffic fundamentals, employees will proceed with training in either the terminal (tower) or en route (center) options. For terminal, this consists of control tower operations, non-radar and radar control and for the en route option, non-radar and radar control training. For terminal option the Academy course is 20 weeks long, for en route option, 17 weeks. Upon successful completion of the course, employees will proceed to their facility of assignment for on-the-job training and facility "check out."

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## Supervisors Authorized Time and a Half

The Office of Personnel and Training says supervisors who are performing controller duties as a result of the controllers' strike for more than 20% of their total time worked during the workweek will be covered by the Fair Labor Standards Act. This means they can be paid for overtime at approximately the time and a half rate. The emergency authorization will also apply to other employees when it is determined that they are performing duties normally covered by the Act.

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## HEADQUARTERS NEWS

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### Physical Exams Limited

Effective immediately and until further notice, only job-required physical examinations will be conducted in the Washington Medical Clinic. Employees to be accommodated include: Air Traffic Control Specialists, agency pilots, including pilots who participate in the agency flight program (Hangar 6), Firefighters, Police Officers, Mobile Lounge Operators, and Wage Grade employees at WNA and IAD. Fitness-for-duty examinations will be conducted as required. Physical examinations will be performed on Wednesdays only. For further information, call the Washington Medical Clinic, x63250.

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### Fourteen Retire

The following employees retired from FAA headquarters in July: ARD--Ruth Cade; APT--Eva Green; AAT--Estelle Longman, Dorothy Camarda, Vance Chipman, and Milton Wassman; AFO--Brady Davis, Clarence Beall, Phillip Cole, John Magyar, George Mason, and Thomas Holloman; AMS--Laurence Hale and Everett Veregge.

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### Women's Week Scheduled

The FAA Federal Women's Task Force is currently developing final plans for activities scheduled for Women's Week, September 21-25. This year's theme, "Women Are", will be carried out through a variety of workshops, forums and films, scheduled at varying intervals to allow maximum participation by Washington area employees. Be on the look out for the final schedule in a future INTERCOM.

U.S. Department  
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# Headquarters Intercom

## The News in Brief

"Media reports to the contrary, the airline pilots of the nation continue to find the air traffic control system to be safe despite the strike by PATCO." This is what Captain John J. O'Donnell, President of the Air Line Pilots Association, said about the current ATC system August 19. He added that ALPA has been monitoring the system since August 3 and said that this monitoring will continue indefinitely.

o FAA's Western Region reports that the McDonnell Douglas DC-9-82 has been certificated and is ready for commercial service. The "82" is essentially a slightly higher powered "80," the latest stretched version of the DC-9. It's modified for high altitude and hot weather takeoffs. Republic Airlines, which has ordered 14 of the twinjets, is expected to take delivery of the first plane later this month.

o The agency has awarded a contract for a new intermediate traffic level air traffic control tower at Republic Airport in Farmingdale, N.Y. The 90-foot Golemon and Rolfe tower and 4,100-square-foot base building will be built by N. Kruger, Inc., of Locust Valley, N.Y. Construction will start August 24, and the building is scheduled to be completed in one year.

## ATC Job Study Launched

The agency has commissioned a five-month study aimed at improving the working conditions of the controllers, supervisors and new controller hires who are rebuilding the air traffic control system. Transportation Secretary Drew Lewis and the FAA Administrator announced the study at a press briefing on August 18, with the Secretary reading a statement that said: "When we took office, it became apparent to us that improvements should be made in the personnel management of the air traffic control work force. Our objective is to be responsive to the controllers and their supervisors and to provide them all the tools available to assure the continued safe and effective operation of our air traffic system in a suitable work environment." The study will be conducted by a three-member panel of distinguished private citizens under the chairmanship of Lawrence M. Jones, president of the Coleman Company of Wichita, Kan. The panel will look into all "people aspects" of the air traffic control system, including job requirements and qualifications, career and job growth opportunities, as well as promotion, retirement and other personnel practices. The task force will have full freedom to identify problems wherever they occur and to recommend remedies. "We believe that through the efforts of this (See page 2)

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## Job Study (From page 1)

task force, we will improve communications and create a better climate for future management-employee relationships," Lewis said. "We have great respect for the air traffic control profession and a high regard for the skills of those who direct the nation's air traffic. They do a difficult job and they do it well. We consider it our obligation to see that they have the best working environment possible." With Jones on the three-man panel are David G. Bowers, director of the Institute for Social Research, University of Michigan, and Stephen H. Fuller, vice president, Personnel, General Motors Corp.

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## National Airspace System To Get Thorough Review

The agency has proposed a thorough review of the National Airspace System (NAS) with a view to simplifying it and making it more efficient for both civil and military pilots. First announced by the Administrator in April, the review will focus on implementing valid recommendations for changes to airspace design and management as well as procedural aspects of the ATC system over a 42-month period. Recent changes in aviation which make the review necessary include the soaring costs of fuel, the growth and sophistication of general aviation, the increase in commuter and airline activity since deregulation and the continuing increase in helicopter activity. The proposed review calls for the establishment of 18 task groups, each of which will investigate a particular aspect of NAS. One task group, for example, will review jet routes and low-altitude

airways to make sure they conform to today's traffic flow needs and are designed to promote fuel efficiency. Another group will examine the criteria for establishing terminal control areas and other specially designated traffic control areas and will make recommendations for simplifying their design. Comments concerning the review should be sent to AAT=330.

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## Chief Counsel Named

J. E. Murdock III, a former attorney with United Air Lines, has been named the new FAA Chief Counsel. Before joining United in 1974, Murdock was an associate with the Washington, D.C., law firm of Shaw, Pittman, Potts and Trowbridge. There he specialized in matters concerning the Civil Aeronautics Board. In his new post, he will serve as the principal advisor to the Administrator and other FAA officials on all legal matters involving the agency. A Princeton graduate, Murdock received his law degree from Columbia University in 1974.

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## FAA and FCC Team Up

Both FAA and the Federal Communications Commission are using specially equipped frequency vans in an effort to ferret out the sources of illegal radio transmissions giving false clearances and ATC instructions to pilots. None of the incidents have compromised safety to date, but the agency considers the misuse of air/ground frequencies to be an extremely serious matter. Aiding FAA and FCC units are the FBI and local police as well as Coast Guard, Army and State Highway Patrol helicopters equipped with direction finding equipment.

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## Safety Foundation, NTSB To Evaluate ATC System

The Flight Safety Foundation has been selected by the agency to provide an independent assessment of the safety level of the air traffic control system. The National Transportation Safety Board also has announced plans for a separate assessment of air traffic safety. The Flight Safety Foundation's study will be conducted by a task force of 9 to 15 investigators headed by FSF President Jack Enders a 25-year veteran of NASA. These investigators will conduct interviews with controllers, supervisors and managers currently involved in air traffic control work. The task force also will visit aviation companies to find out what they think about the safety of the system and observe the operation of the system first hand during familiarization flights in airline cockpits. The FSF evaluation is expected to be completed in about four months, but the task force will inform FAA immediately if it finds any critical safety problems. The National Transportation Safety Board's evaluations will concentrate on safety aspects of the system. During the eight-week review, NTSB investigators will interview controllers on duty, concentrating on such things as training, qualifications, hours worked and fatigue factors. In announcing the evaluation, NTSB Vice Chairman Elwood T. Driver said that the system currently is safe and that the objective evaluation is being carried out to help FAA keep it that way.

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## Jobs Open in Paris, Lima

This week, the International Civil Aviation Organization's list of job openings includes positions in South America and Europe. In Lima, Peru, there is a two-year opening

for an Air Transport Officer. Base pay is \$30,518 with a tax-free net ranging from \$21,600 to \$23,104. Applications are due in API-19 by Oct. 16. A two-year Technical Officer-Operations job is open in Paris. Salary is \$38,167 with a tax-free net of \$25,672 to \$27,612. Applications are due in API-19 as soon as possible. Information about salary, duties, qualifications, applications and benefits is available at personnel offices.

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## ADAP Springs to Life

FAA's Airports Office is gearing up to allocate \$450 million in Airport Development Aid Program (ADAP) funds by the end of September. The Associate Administrator for Airports, Bill Shea, says "an extraordinary effort will be required to get these grant agreements squared away before the (September 30) deadline." The reason for the rush is the fact that the one-year extension of ADAP through FY 1981 wasn't signed into law until August 13, leaving only six weeks to process all the paper work needed to effect the grant agreements. Of the \$450 million available for grants, \$387 million will go to air-carrier airports, with \$15 million of this amount set aside for commuter airports and another \$25 million earmarked for airport noise compatibility programs. The remaining \$63 million will go to general aviation fields, with \$20 million of this amount targeted for reliever airports. Shea said a multi-year extension of ADAP will be one of the agency's top legislative priorities when the Congress returns next month.

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## Visit by Lewis

Secretary of Transportation Drew Lewis visited the agency's Aviation Command Center and Central Flow Control Facility last week to congratulate the people there on their handling of the air traffic controllers' strike. The Command Center has been manned round-the-clock since the start of the strike to monitor the situation and provide Lewis and the Administrator with up-to-date information on which they can base decisions. The Flow Control Facility has been managing the flow of traffic to get the best performance out of the National Airspace System while still maintaining safety. Later, the Secretary held a teleconference with FAA employees in approximately 250 facilities in the field to thank them for their performance during the strike.

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## Have You Turned In Your Cassette?

Employees in FOB-10A are reminded to turn in their portacounter-cassettes to the Copy Center, room 531, by August 31. Master control devices were removed from the copiers on August 11. The cassettes will be used by Maritime Commission personnel when they move into the Nassif Building. These cassettes are Government property, and possession of them by FOB-10A employees after August is unauthorized. For information call Jim Westerkamp, x63580.

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## Speech Contest Set

Due to summer vacations, the Humorous Speech Contest for Speechmasters 2996 of Toastmasters

International will be held in Conference Rooms 5A and B on Tuesday Sept. 8 instead of Sept. 1. The winner will represent the club in the Area Contest on Sept. 23 in the FAA Auditorium. Employees are welcome at both meetings. New officers recently elected for Speechmasters 2996 are: Thom Hook, APA-430, president; Hal Becker, AAT-220, educational vice-president; Dorothy Treadwell, ACR-3, administrative vice-president; Ken Geisinger, APO-220, secretary-treasurer; and Phil Leach, AMS-140, sergeant-at-arms.

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## Bowling to Start

FAA Mixed Bowling League is scheduled to start the 1981/82 season on September 10 at Seminary Recreation Center. There will be a meeting of team captains or their representatives on August 26 at 12 noon, in conference rooms 6A and B. Team captains should also give Elaine Sandors a telephone call and advise her of the status of their teams--960-3542.

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## Wildcats Tamed

Segner's API Superstars embarrassed Walt's AVS Wildcats 18-5 in the recent highly touted softball game. Despite their overwhelming numbers, exhaustive organization (reported in a July INTERCOM) and extensive practices, AVS players could not survive the "suds." API's stalwarts meanwhile had prepared carefully for the contest by remaining disorganized. However, the victory was so decisive that one member of the not so wild wildcats described the contest by saying, "If it had been a boxing match, it would have been stopped."

U.S. Department  
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# Headquarters Intercom

## Regional Consolidation Plan Revised

The Rocky Mountain and Pacific regional headquarters will be closed and responsibility for the States of North and South Dakota shifted to the Great Lakes region, according to revised regional consolidation plans announced late last week. The revision scales down the original plan, announced in June, which called for the elimination of five regional headquarters. In announcing the change the Administrator said reexamination of the original plan confirmed that it "was correct for the situation that existed at the time." However, he went on to say, the illegal strike by controllers altered that situation and the primary concern had to be shifted to rebuilding the air traffic control system. "In view of the current circumstances," he said, "I have decided not to close the headquarters in certain regions that require a large degree of managerial attention during the rebuilding process, and now is not the time to impose additional burdens on those offices." Under the revised plan, which will become effective Oct. 1, the functions of the Pacific Region will be transferred to the Western Region and those of the Rocky Mountain Region to the North-West Region. The consolidation will result in the elimination of 156 positions, and save about \$6.4 million annually. The consolidation will cost an estimated \$3.7 million to implement.

## Pilots, Ex-Controllers To Fill in ATC Gaps

FAA plans to hire approximately 1,500 temporary employees to perform controller-support duties in en route centers and airport towers, as the agency proceeds with the rebuilding of the air traffic control system. Most of those hired will be pilots or ex-military controllers, but persons other than pilots or controllers will be considered. Hiring will begin this month and should be completed by December 1. Appointments will be temporary--for up to two years--to fill in while new controllers are being hired and trained. The temporaries will come on board as GS-7s. They will perform such jobs as handling of flight data strips, ~~clearance-delivery~~, assistant controller and the operation of electronic training devices. Approximately 825 of the temporary employees will be employed at the 20 ARTCCs around the country, while about 625 will work in airport towers. *one yr.*

## Pay Hike Proposed

President Reagan last week recommended a 4.8 percent annual pay raise for General Schedule (GS) government workers. Congress now has 30 days to either go along with the President or veto the proposal and make an alternate recommendation. For proposed pay scales, see page 3.

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## Over 125,000 to Take New ATC Exam

The Office of Personnel Management (OPM) stopped taking applications for air traffic controller jobs on Aug. 28, after receiving over 125,000 applications in just 12 days. Testing will begin October 15, using a new aptitude exam developed by OPM and FAA over the past six year. The new test is more closely oriented to a controller's job and has shown improved predictability of success in the ATC occupation. Studies of the new test indicate that it will reduce the number of "wash-outs" at the FAA Academy by around ten percent. OPM Director Donald J. Devine said that the availability of the new examination comes at a crucial time for FAA, "when every space in the Adacemy's classrooms is at a premium." Candidates currently filling expanded classes at the Academy are drawn from OPM's controller register of 5,500 individuals who passed the old ATC exam before the strike, some of whom had been waiting for appointments for several years.

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## PACE Postponed

Because of the large number of candidates who have signed up for the air traffic controller exam, the Office of Personnel Management has postponed the Professional and Administrative Career Examination (PACE) testing from late 1981 to January 2 through Feb. 17, 1982. The open application period for this exam will begin September 14 and continue through October 13.

## FAA's Largest Plane Scheduled for Crash Tests

FAA's only large, four-engine jet transport, a Boeing 720, left the Technical Center recently to prepare for its last flight. The plane flew to NASA's Dryden Flight Research Center at Edwards Air Force Base in California, where it will be prepared for a remote-controlled crash in the Mohave Desert to test antimisting fuel. The crash test in 1984 will conclude years of research in the area of antimisting fuel additives--an effort to prevent the huge fireball that can occur when a jetliner crashes and the fuel tanks rupture. Other tests planned during the \$10 million safety experiment will involve seat/floor structures; emergency equipment, including emergency lighting and evacuation exits; and fuel tank systems, including frangible fittings and rupture-proof fuel tanks. If the crash test is successful, it could pave the way for general use of antimisting additives in jet transports.

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## Merit Pay Postponed

The President has authorized a one year exclusion of the Federal Aviation Administration (FAA) from merit pay. The authorization was signed Sept. 1, 1981, and provides that the FAA postpone the implementation of its merit pay system until Oct. 3, 1982. This determination was requested by the FAA as a result of the emergency situation created by the recent air traffic controllers' strike. The emergency conditions arising from the strike would have seriously hindered the effective implementation of merit pay.

## New DFs Delivered

The first 19 "gap-filler" Direction Finders (DFs) have been shipped to flight service stations in the regions, with two more going to the FAA Academy for training maintenance technicians. All together, 127 DFs have been ordered to supplement the 166 DFs now operational to and fill gaps in the DF coverage network over the contiguous U.S., Alaska, Hawaii and Puerto Rico. Built by Servo Corp. of America, the equipment features solid-state construction and remote maintenance monitoring. DF equipment allows flight service station specialists to pinpoint the location of lost pilots by homing in on their radio transmissions. The use of DF is a factor in hundreds of flight assists every year, and the increased coverage provided by the additional units will further enhance safety. All

systems in the gap-filling buy are expected to be delivered by early 1982. The first facility expected to commission the equipment is the Kenai, Alaska, FSS, tentatively scheduled for sometime before October 1.

## More Jobs Open

The International Civil Aviation Organization has two-year job openings in Paris, Montreal and Mexico City. The Paris opening is for an Air Transport Officer. Mexico City wants a Technical Assistance Officer and Montreal a Field Operations Officer, an Economist and a Personnel Officer. Gross salary for all positions is \$38,167 with a tax-free net of \$25,672 to \$27,612. Applications for all jobs are due in API-19 by October 25.

## Proposed 1981 Federal Pay Scales

Longevity steps	1	2	3	4	5	6	7	8	9	10
Grade GS 1	\$ 8,342	\$ 8,620	\$ 8,898	\$ 9,175	\$ 9,453	\$ 9,615	\$ 9,890	\$10,165	\$10,178	\$10,439
2	9,381	9,603	9,913	10,178	10,292	10,595	10,898	11,201	11,504	11,807
3	10,235	10,576	10,917	11,258	11,599	11,940	12,281	12,622	12,963	13,304
4	11,490	11,873	12,256	12,639	13,022	13,405	13,788	14,171	14,554	14,937
5	12,854	13,282	13,710	14,138	14,566	14,994	15,422	15,850	16,278	16,706
6	14,328	14,806	15,284	15,762	16,240	16,718	17,196	17,674	18,152	18,630
7	15,922	16,453	16,984	17,515	18,046	18,577	19,108	19,639	20,170	20,701
8	17,634	18,222	18,810	19,398	19,986	20,574	21,162	21,750	22,338	22,926
9	19,477	20,126	20,775	21,424	22,073	22,722	23,371	24,020	24,669	25,318
10	21,449	22,164	22,879	23,594	24,309	25,024	25,739	26,454	27,169	27,884
11	23,566	24,352	25,138	25,924	26,710	27,496	28,282	29,068	29,854	30,640
12	28,245	29,187	30,129	31,071	32,013	32,955	33,897	34,839	35,781	36,723
13	33,586	34,706	35,826	36,946	38,066	39,186	40,306	41,426	42,546	43,666
14	39,689	41,012	42,335	43,658	44,981	46,304	47,627	48,950	50,273	51,596
15	46,685	48,241	49,797	51,353	52,909	54,465	56,021	57,577	59,183	60,689
16	54,755	56,580	58,405	60,230	62,055	63,880	65,705	67,530	69,355	
17	64,142	66,280	68,418	70,556	72,694					
18	75,177									

NOTE: Notwithstanding the salary rates shown, the maximum pay may not exceed \$50,112.50 because of a congressionally imposed ceiling.

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## Harrett Honored

Before the Washington Star went under, it picked Noretta Harrett of the Logistics Service as the 1981 recipient of the "Star Trophy" for her civic work in Arlington, Va. Specifically, Ms. Harrett was picked for her work in improving Arlington library services. She now has something of a collector's item to put on her mantle. There won't be any more Star Trophies given out.

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## Hispanic Heritage Week

SEPT. 14-18, 1981

MONDAY - DOT Opening Ceremony, Nassif Building, 10 a.m.

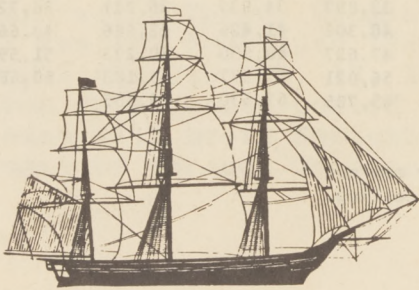
TUESDAY - DOT/FAA present the "Los Quetzales" in Traditional Hispanic Dances, Nassif Building = in the Plaza, 12-1 p.m.

WEDNESDAY - DC Council HEPM Luncheon, Rayburn HOB = Gold Room, 11:30 a.m.

THURSDAY - "Flamenco" Recital by 2 Peabody Conservatory students, U.S. Coast Guard, Transpoint Building, Room 3201, 11:30 a.m.

Fourth Annual Congressional Hispanic Caucus Dinner, Washington Hilton Hotel, 6:30 p.m.

FRIDAY - FAA - Hispanic Committee Open House, FAA - Executive Dining Room, 2 p.m.



## ALG Wins

Logistics Service's "Flying Frisbies" softball team defeated a veteran Airway Facilities team 17 to 14 recently. The victory was batted in on the Mall before a mixed audience of FAAers, and curious tourists. As usual, ALG had to prop up AAF with logistics support such as food, drink, and other necessities.

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## At Last a Park

At long last the plot behind FOB-10A is being sodded. Last week the soil was prepared, and this week the job is being done. Planting of ground cover plants, crepe myrtle (pink), pin oak, willow oak and various shade trees is scheduled to be finished in two months according to the foreman from Oakland Landscapers of Hyattsville, Md. Trash baskets and picnic tables may also be added, but this we're not promising. We promised a park.

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## FAA Victorious

After having finished in last place a year ago, the FAA tennis team, this year, won the Western Division and went on to defeat the U.S. Coast Guard team, Eastern Division Champs, in the "Superbowl" of DOT tennis played at the Hains Point Racket Club last week. Captain of the DOT Tennis League champs was Spyder Thomas, Office of Flight Operations. Other team members were, Ed Van Dyne, Jim Etgen, Mel Yoshikami, Bruce Putnam and John McQuaig, all of Airway Facility Service; Debbie Weakley, Office of Accounting; Akira Kondo, Aviation Policy and Plans, and Bill Miller, FAA retired.



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## The News in Brief

From the beginning of the controller strike, Aug. 3, to Sept. 3, the agency has hired 1,077 controller trainees, all of whom were on the register before the strike began. Of these, 388 were hired as GS-7s and 358 as GS-9s. A total of 331 were reemployed annuitants and reinstatements. The ATC register will soon be replenished by new applicants who pass the Office of Personnel Management ATC qualification test. Between Aug. 17 and 28, while the register for this exam was open, over 125,000 applicants signed up to take the test. • FAA, DOT and Civil Aeronautics Board lawyers have the Department of Justice's okay to contest the proposed airport access plan at the John Wayne Airport in Orange County, Calif. In this case, the government is alleging that the airport's plan denies air carriers reasonable access to the airport and is therefore discriminatory. The Orange County Board of Directors' plan, scheduled to become effective Oct. 1, authorizes only certain carriers to land at the airport. The government lawyers, as well as the Department of Justice, are intervening because the plan violates Federal law, including the Federal Aviation Act. • In another move to relieve the aviation community of unnecessary regulation, the agency has proposed an amendment to the regulation that (See page 2)

## Air Traffic System Safe

### FAA Tells Congress

The air traffic control system is safe, "every bit as safe as it was before the strike," the Administrator reassured a Congressional subcommittee last week. Appearing with Secretary Lewis in a packed hearing room before the House Government Operations subcommittee, the Administrator said one of the major reasons for the system's continued safety since the strike was the decision by FAA "to constrain the volume of traffic...rather than place any possible undue strain on our operating capabilities." However, even with substantially reduced staffing levels, he noted, "We have been able to safely handle from 75 to over 80 percent of the normal scheduled aircraft movement within the air traffic system," a level that can be expected to continue through April 1982. The Administrator also reassured the subcommittee that controllers now on duty are fully qualified and certified, despite allegations to the contrary, and, in that regard, he noted a substantial decrease in the number of reported near mid-air collisions and operational errors since the strike, compared to the same period a year ago. Toward the end of the third year of rebuilding the system, he said, "We expect to have attained recovery of full capacity and to be able to safely handle previous peak-hour traffic activity and perhaps even slightly more." (See page 2)

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## News Briefs

(From page 1)  
requires general aviation operators of transport category airplanes that are operating under Part 91 to install a pitot heat indicator system. The proposal to drop the requirement under those circumstances comes as a result of a computer search of FAA airplane accident reports covering the period Jan. 1, 1976, through May 28, 1981, which indicated that there have not been any general aviation transport category airplane accidents that could be attributed to a pitot heating system failure. • The agency has proposed that the cross-country flying time required for an instrument rating can be flown in either a fixed-wing plane or a helicopter. The rule now reads that pilots applying for an instrument rating must have at least 50 hours of cross-country flying in the category of aircraft--either helicopter or airplane--for which they are applying. The proposed amendment will relieve applicants from an unnecessary duplication of experience and prevent the waste of aviation fuel.

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## FSS Weather Briefings Hit

A new National Transportation Safety Board report says that general aviation pilots do not always receive all the information they should during weather briefings by flight service station specialists. The Board took an in-depth look at six weather-related accidents, out of 72 investigated by that agency in 1980, and found that the weather briefings were inadequate in all six cases.

The report recommended that FAA tape record all FSS weather briefings and monitor them on a regular basis to see that FSS specialists comply strictly with the agency's weather briefing procedures. Single copies of the report--"Special Investigation Report: Flight Service Station Weather Briefing Inadequacies"--will be available around the third week of September from the NTSB Publications Branch, Washington, D.C. 20594.

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## Safety

(From page 1)  
He then outlined for the panel the temporary measures that have been taken, in the meantime, to supplement the controller workforce, including the temporary relocation of some employees, reappointment of former FAA controllers who had previously resigned or retired and the temporary hiring of furloughed pilots to fill support positions. (See Sept. 7 INTERCOM) In addition, he said, 5,000 to 6,000 controllers will be trained at the FAA Academy within the next year. Adding newly trained controllers and flight data specialists "will serve in the short term to lessen work hours and permit vacation time to be scheduled," he said, adding, that no controller now is working a scheduled work week in excess of 48 hours, and many are working the normal 40 hours.



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## Senator Thanks Controllers

New Hampshire Sen. Gordon J. Humphrey, joins thousands of other pilots and passengers in thanking controllers who stayed on the job. His letter to Ray Van Vuren, Director, Air Traffic Service, speaks for itself: "Please extend my sincere congratulations and thanks to the Air Traffic Controllers around the country who have decided to return to work within the time frame set by the President, rather than continue to be a part of the illegal strike by the Professional Air Traffic Controllers Organization. As a former airline pilot, I realize and appreciate the hard work and skill that each professional controller must contribute to keep the nation's airways safe and trouble free. The controllers who have returned to work did so in the face of a heavy pressure from, and in some cases harassment by, the other striking controllers. By abandoning the strike and choosing to carry out their labor grievances within the confines of the law, they have exhibited the highest qualities of professionalism and deserve the thanks and congratulations of all Americans."



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## Many Deaths Preventable, Safety Board Reports

Failure in aircraft seats, occupant restraints and cabin furnishings were responsible for many of the 1,850 injuries and deaths in major survivable air carrier crashes since 1970, the National Transporta-

tation Safety Board said in a report released last week. NTSB urged FAA to improve occupant protection standards, stating that "sufficient knowledge and experience exists to support upgrading the minimum design standards." The Board also said that some of the regulations dealing with occupant protection in crashes were last updated 30 years ago. The Board specifically recommended both static and dynamic testing for seat and restraint systems and asked FAA to establish standards for this testing. In addition, NTSB said FAA should develop internal procedures to regularly review available technology and the improvement of that technology in its crashworthiness programs.

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## Telephone Tips

The Logistics Service has a tip that should go a long way toward reducing those FTS long-distance blues. If there's a busy signal on the FTS circuits when dialing a non-government or off-network number, disconnect and redial 8 and the area code. Wait about 20 seconds and then continue dialing the remaining numbers. Chances are the call will be completed immediately and eliminate any temptation to use commercial circuits. Logistics reminds us again that commercial long distance telephone calls are unauthorized except in emergencies.

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## Activities Rescheduled

Because employees are especially busy with strike recovery programs, the FAA Federal Women's Task Force has decided to defer many of the activities originally scheduled for Women's Week, Sept. 21 through 25 (see Aug. 17 INTERCOM). To allow for maximum participation, the following schedule will be followed:

Sept. 22 = Training and Education Forum, 11 a.m.-2 p.m.

Sept. 24 = "The Cinderella Syndrome"

Oct. 8 = "How to Prepare Your Individual Development Plan"

Oct. 28 = "How to Prepare an SF-171"

Nov. 18 = "What You Are Is What You Were When" (film - part 1) Auditorium, 12 noon

Nov. 19 = "What You Are Is What You Were When" (film - part 2) Auditorium, 12 noon

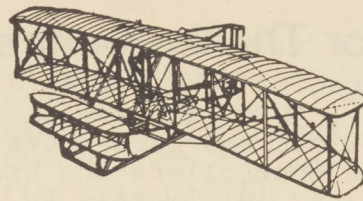
Jan. 13 = "What Color Is Your Parachute?"

All workshops will begin at 10 a.m. and last at least 1 hour. Except where noted, all activities will be held in Room 5 ABC.

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## Awards and Rewards

The Logistics Service has presented a Special Achievement Award to Judith Ogle and Gary Hull and a Quality Within Grade Increase to Edna Banther.



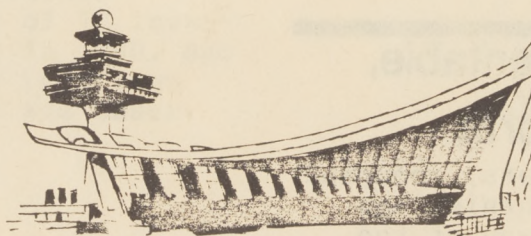
## Ground School Scheduled

The FAA Flying Club will conduct a private pilot ground school in Room 8 A & B of the FAA Building on Mondays and Thursdays, from 6 to 9 p.m., for seven weeks, starting Oct. 5. Tuition for the course is \$25. In addition, students will be required to purchase a textbook and individual supplies. For additional information and registration, contact Thomas Williamson at x60986 or Tim Helsing at 546-0987 evenings.

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## Manager Traits Discussed

A panel discussion about traits management seeks when selecting first-line supervisors and filling management-type positions will be hosted by the southwest D.C. chapter of Federally Employed Women (FEW) on Sept. 15 at 12 noon in conference Rooms 6 A & B, FOB-10A. Panels will include an FAA executive officer and a line division chief, as well as a civil rights officer from FRA and a personnel systems chief and evaluation division chief, both from the Federal Highway Administration.





U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## The News in Brief

Since few of our readers get a chance to read the Nashua, N.H., Telegraph, we want to pass along an excerpt from an editorial on the strike that ran recently in that newspaper. It reads: "A word of gratitude.... It took more than a bit of courage for the controllers who stayed at their posts, while all about them were going over the side. The easiest thing to do when the pack starts running is to run with it. It's the controllers who saw their duty and performed it--people to whom an oath means something--to whom the people of the United States should be grateful." Intercom couldn't have said it better. o Full-time permanent employment in the Executive Branch declined during the month of June, according to the latest figures from the Office of Personnel Management (OPM). OPM announced that most departments and agencies reported decreases in the number of full-time employees in permanent positions. The Defense Department, which had a net FTP increase of 1,755, was the major exception. The Department of Transportation, on the other hand, followed the general trend and had a decrease of 4,246 full-time permanent employees over the past year. o The agency has contracted for the construction of a long-range radar tower near Rogers, Tex. When it's finished and the primary and beacon equipment (See page 2)

## New Directors Named For Three Regions

The agency has appointed three new regional directors. The appointments, would make Joseph M. Del Balzo, now head of the Technical Center, director of the Eastern Region; switch Murray E. Smith from director of the Eastern Region to head of the Central Region; and promote Homer C. McClure, deputy director of the Western Region, to director of that region. Del Balzo has been head of the Tech Center since October of 1979. Before that, he was deputy director of the center for three years. He came to the Tech Center from Washington where he was chief of the Advanced Concepts Staff, OSEM. Smith has been director of the Eastern Region since July 1979. Before that, he was Deputy Associate Administrator for Administration and deputy director of the Office of Management Systems. McClure was a 1976-77 Executive Development Program participant and held various top jobs before becoming the Western Region's deputy director. Immediately prior to that assignment he was assistant chief of the General Aviation and Commercial Division of the Office of Flight Operations in Washington.

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## News Briefs (From page 1)

are installed, it will provide additional radar coverage of central Texas for both the Ft. Worth and Houston Centers. o Specialist Rene L. Bancroft of the Alice, Tex., FSS got into a situation recently which could have come right out of a television thriller. A pilot, calling in on the radio with an "urgent request," said he had just seen his car being stolen and he needed assistance as he tracked the auto from the air. With the help of preflight specialist Ramon Claudio-Rivera, Bancroft maintained communications with the pilot and police--passing the word from one to the other until the suspect was captured after being wounded by police gunfire. A report on the proceedings of the ATC alternatives workshop held at the Tech Center last January is now available. Generally the workshop reviewed a series of FAA programs designed to improve the efficiency of operations and services offered to pilots. The report, entitled, "Proceedings of the Public Workshop on Alternative Separation Concepts: Presentations, Discussions and Recommendations," (Report FAA-EM-81-7, dated June 1981) is available through the National Technical Information Service, Springfield, Va. 22116.

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### Controllers Guide Pilots To Safe Landing

The inexperienced pilot was close to panic. He was lost and disoriented. His instruments were set

incorrectly, and one thing after another was going wrong. But he was calmed by the confident voices of Kansas City enroute center controllers Robert Fousek and James Hamm. Both are journeyman controllers working radar positions. They gave the pilot vectors for the Kansas City downtown airport but soon discovered that weather there was marginal, so a landing at Forbes Airport in Topeka was arranged. Hamm then talked the pilot into switching destinations and explained how the pilot could set his gyro compass and center the ball on his turn-and-bank indicator. He kept cautioning the pilot about airspeed and described how to keep the plane straight and level. When the airport was in sight, he told the pilot when to reduce speed, lower the flaps and make a turn for a safe and smooth landing. During the month of August, 162 flight assists were reported--107 by flight service stations, 46 by towers and 9 by centers. There were a total of 292 people reported on board the aircraft involved.

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### For Foreign Travelers

In July, Secretary Lewis ordered that all non-routine foreign travel by DOT personnel had to be approved by the deputy secretary. All such travel requiring the deputy secretary's approval must first be okayed by AIA, API and the Administrator. Since that takes time, all requests for such approval must be received by AIA at least 21 working days before the proposed date of travel in order to assure that the travelers will not have to change their plans.

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## FAA Simplifies Rule

The agency is proposing a simplification of its General Operating and Flight Rules (Part 91) to make them easier to understand and use. One result of the simplification will be that non-instrument rated pilots only have to read the first three major sections to be familiar with the rules and regulations that apply to them, instead of plowing through the entire regulation. The proposed simplification would break the regulation down into 10 subparts, compared with five in the existing regulation. In general, the first two would cover most of what a non-instrument rated pilot would need to know. These and the next three would cover most of what all other pilots, short of airline and other large transport pilots, would need to know, and the last five parts would be for airline and large transport aircraft pilots. Interested parties should submit comments on the proposal to the Rules Docket (AGC-204), Docket No. 18334, by Dec. 9.

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## Buildings Not for Landing

Landing on top of one of the world's tallest buildings may be okay for a lark. But it's no lark when a human does it. A parachutist, characterized by the New York police as an unemployed construction worker, tried it recently and landed right on target in the arms of a policeman. He's now in trouble with both New York City and the FAA. The agency is taking action against him for violating Federal Aviation Regulation 105.15. This says in part, "No person may make a parachute jump.... into a congested area," and building tops are considered part of the congested area.

## Jobs Open in Montreal

This week, ICAO is seeking applicants for two-year assignments in Montreal. There are openings for: a Technical Officer, Joint Financing, salary \$30,518 with a tax-free net of \$21,600 to \$23,104; Chief, Language Branch, salary, \$55,919, tax-free net \$33,998 to \$36,939; Chief, French Section, \$48,661, tax-free net \$30,776 to \$33,318; Assistant Budget Officer, \$24,233, tax-free net \$18,027 to \$19,195; and Budget Officer, \$38,167, tax-free net, \$25,672 to \$27,612. Applications are due in API-19 by Oct. 27 for the first three jobs and by Nov. 5 for the last two. Information about salary, duties, qualifications, applications and benefits is available at personnel offices.

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## CBI On Its Way

Airway Facilities employees in line for the agency's Computer Based Instruction program will begin initial courses this fall at one of 30 sector offices or at the FAA Academy in Oklahoma City. Program officials expect these courses will be in session by Nov. 1. However, the exact start-up dates for equipment in sector offices will depend on the completion of telecommunication hookups. The first available course will be Electrical Principles, which will be followed by the ATCBI-5 and the Back-up Emergency Communication courses, as well as the theory portions of the ARTS II and Electronic Technician Qualification courses.

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## At Last the Park Is a Park

The final inspection of the now completed park behind FOB-10A was scheduled to be held Sept. 21. Because of FAA's continued interest in this project, the Intercom editor has been asked to join contractors and Department of Interior representatives during the final check. The plot has come a long way from the days of the Metro construction lot 10 years ago. However, it will not be until next summer when the pink crepe myrtle is in bloom that FAA employees will be able to see their neighborhood park in its full glory.

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## Need a Few Laughs?

Winners from four Southwest Washington clubs of Toastmasters International Humorous Speech Contests will compete for the Area Award in the 1981 Fall Speech Contest at noon, Wednesday, September 23. The place: FAA's 3rd floor auditorium. Everyone interested in developing an ability in speaking, listening, and thinking effectively is welcome to attend. Contestants will be: Ken Geisinger, APO-220, FAA Speechmasters 2996; Norman Adcox, Postal Service; Larry Senter, Office of the Comptroller of the Currency; and Nathaniel Robinson, Housing and Urban Development.

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## Labor Relations, AAF-Style

The Airway Facilities Service managers (branch chiefs through service director) met with defeat after challenging Airway Facilities labor (all the others) to a softball game on the evening of Sept. 9. Labor proved to be too much for management in this pitchers duel, which ended after eight innings with the

score 13-12. AAF management (in their infinite wisdom) still is claiming victory as they were ahead at the end of seven innings, 9 to 8. The losing pitcher, Bob Wein, who indicated that he held no grudges, was overheard remarking, "Just wait 'til appraisal time."

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## Softballers Devastated

The API "Superstars," who embarrassed the AVS "Kittycats" 18-5, recently were humiliated by ALG's "Flying Frisbies" by two touchdowns, 17-5 (or was it home runs). The bout was mercifully stopped at the end of nine rounds! Again, the ALG victory was attributed to outstanding Logistics support. Winners of post-game festivities were not reported! Rumor has it that ARD is attempting to organize a challenge--in some fiscal year.

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## Access Road Abuilding

As part of the DOT/FAA plan to increase the use of Dulles International Airport, Secretary Lewis announced that new improvements are scheduled in ground transportation and highway access between the airport in suburban Virginia and downtown Washington. Construction to extend the Dulles Access Road to I-66 will begin no later than Oct. 1. It is scheduled for completion in September 1983.

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U.S. Department  
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Administration**

# Headquarters Intercom

## The News in Brief

The Federal Labor Relations Authority has dismissed a PATCO unfair labor practice complaint that FAA failed to bargain in good faith during recent contract negotiations with the union. The decision was issued by the FLRA General Counsel after PATCO appealed a previous dismissal of its complaint by an FLRA regional official. The General Counsel's ruling is final.

While en route to the local VOR for a ground check, electronic technicians Morris Evans and John Simpson of the Chattanooga AFSFO saved a life recently simply because they cared enough to stop and investigate when they saw an overturned trailer-type mowing machine with what appeared to be a person under it. The person turned out to be an 81-year-old man who had been trapped under the mower for some time. The technicians lifted the mower off and summoned the local emergency rescue squad. The man, although injured, lived through the ordeal, but he probably would not have without Evans' and Simpson's quick assistance.

In the interest of national security, the agency has established a prohibited area around Vice President Bush's home in Kennebunkport, Maine. This is one of eight such areas in the U.S. The size of the area is a one-mile radius up to 1,000 feet. Other prohibited areas are in force over President Reagan's residence (See page 2)

## Flight Allocation Plan Under Tighter Control

To permit controllers more time off and to reduce their work week from 48 to 40 hours, the agency has tightened up its procedures for approving so-called "add-on" flights allowed under the "interim operations plan." This plan, which restricts flights during certain hours at 22 major airports, was put into effect after the strike to allow the reduced controller staff to handle traffic throughout the system safely and efficiently. However, since the plan was introduced, the Administrator said that the airlines have been (See page 2)

## Taylor Appointed International Chief

Former Deputy Administrator Quentin Taylor has been named director of the Office of International Aviation. Taylor has held a number of top jobs in the agency besides the number two slot agency during his 20-year FAA career. Formerly, he was director of the New England Region; deputy director of the Alaskan Region; and director of the Office of Civil Rights at FAA headquarters. Taylor began his agency career in the summer of 1959 as a GS-4 temporary employee. In his current position he will be responsible for preserving FAA's preeminence as the world aviation authority.

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## News Briefs

in California and over former President Carter's home in Georgia. Maybe the most renowned of the prohibited areas is P-56 which protects the White House and the Capitol as well as the Naval Observatory in Washington, D.C.

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## NOTAM Systems Merged

FAA's domestic and international Notice to Airmen (NOTAM) systems are being consolidated into a single system that will provide faster, more flexible service to the aviation community. The domestic and international NOTAM systems now are maintained in separate computers-- the domestic system sending messages via the "Service A" network, and the international system over the Aeronautical Fixed Telecommunications Network (AFTN). The new system will use a single IBM 4331 series computer which will have more NOTAM capacity than both of the old systems combined. It also will be more expandable and will be able to edit many NOTAMS automatically, thereby eliminating the need for a human to proofread all NOTAMS before they are validated by personnel in the National Flight Data Center, as is now required. The new system will be initially installed at the National Communication Center in Kansas City, which is where the old computers are located, but later it will probably be switched to Salt Lake City and a back up system may be located in Atlanta. These are the scheduled sites of the two switching centers for the future National Airspace Data Interchange Network (NADIN). Software Systems Associates of Alexandria, Va., began programming the new dual purpose computer last week and plans to have the job completed by early next summer.

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## Tower Cab "Cleared to Taxi"

Controllers sometime get unusual requests, but at Atlantic City Municipal they may have gotten the strangest of all times when they were asked recently to clear a tower cab to taxi down a runway. The Technical Center's experimental tower cab had to be cleared to be moved along a runway from its former site at the airport to its new location atop the center's recently completed Technical Building a half-mile away. Now perched above the Terminal Automation Test Facility (TATF) laboratory, the 49-ton tower cab will be used as a laboratory for evaluation of new tower cab systems, displays and mockups.

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## Control (From page 1)

getting approval for too many add-on flights and a continuation of this trend could tax the air traffic control system. At a meeting last week with airline officials to explain the new procedures, Deputy Administrator Fenello said that FAA took its "eye off the 'cushion' we were trying to set aside and accepted requests for more flights from all users." He said safety was never jeopardized but ground delays began building up. The 'cushion' is primarily needed, he explained, to relieve controllers and to allow for the increased demand that winter weather will place on the system. To exercise stricter control over the operations plan, the Administrator designated Donald Segner, Associate Administrator for Policy and International Affairs, as coordinator for receiving requests from the airlines and other users. Previously such requests were handled by the Air Traffic Control Command Center at Jacksonville ARTCC.

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## APT Explains Merit Pay

Since the President agreed to exclude FAA and some other Federal agencies from the requirement to begin the merit pay system this year, the Office of Personnel and Training (APT) has been getting calls from merit pay employees asking how it affects them. Essentially what it means is that merit pay employees will remain under the general schedule (GS) system until merit pay actually begins, which is now scheduled for Oct. 3, 1982. This means that merit pay employees will receive the same annual increase this year as all other GS employees and they also will continue to receive within-grade increase for which they are eligible. To help clear up related matters such as performance appraisals, within-grade increases and incentive awards, APT is publishing Order 3400.14, Interim Operating Procedures for Performance Appraisal Programs for Merit Pay Employees. The order will be distributed to all supervisors and should reach them shortly.

## Flight/Duty Time Regs Cut

The present flight and duty time regulations for airline pilots and other cockpit crewmembers run more than 1,000 pages with all the various amendments and interpretations. Now the agency wants to replace this pile of paper with a new rule only eight lines long. That's right, eight lines! The Administrator told a recent meeting of the National Business Aircraft Association that this original version of the new rule ran six lines but he added two lines to include "other factors" advocated by his staff. The Administrator did not provide specifics on the rule but he had said previously that the agency should limit itself to the safety aspects of flight and duty time requirements and avoid getting involved in areas that more properly are the subject of labor-management negotiations. A notice of proposed rule making spelling out the agency's new approach to regulating flight and duty times is expected out in the near future.

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## NBAA Sends Sincere Thanks

At its recent annual meeting in Anaheim, Calif., the National Business Aircraft Association Board of Directors unanimously adopted a resolution to thank, on behalf of NBAA's 2,500 member companies, "those loyal men and women who, since Aug. 3, under extremely difficult circumstances and with extraordinary dedication to their duty to our great nation, did and continue to operate the national system of airways and airports in a safe, efficient and most courteous manner. To each of you and to the families and loved ones who support and help you, we extend our congratulations for a fine job, well done."

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## Top Airport Jobs Filled

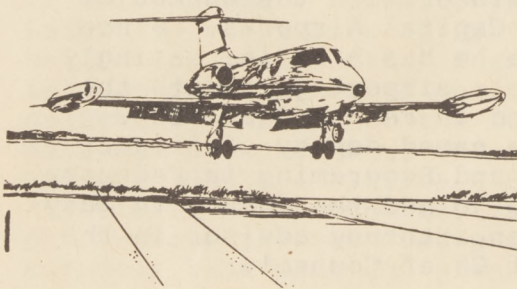
Leonard E. "Chip" Mudd, deputy director of the Office of Airport Standards, and Paul L. Galis, deputy director of the Office of Airport Planning and Programming, have both stepped up to director slots. Mudd, who has been deputy of Airport Standards since February 1980, joined the agency in November 1959 as a staff civil engineer with the Bureau of National Capital Airports. Since that time he has held increasingly responsible airport jobs with the Bureau and in FAA headquarters. Galis was named deputy of Airport Planning and Programming in February 1980. He joined the agency in July 1968 as an attorney advisor in the Office of Chief Counsel.

## NASM Lectures Scheduled

Two lectures that may be of particular interest to FAAers are coming to the Air and Space Museum next month. On Oct. 2 Capt. T. H. Mahaddie, RAF, will discuss the making of the film, "The Battle of Britain." He will pay particular attention to how the flying sequences were filmed in this illustrated lecture. On Oct. 7, Brig. Gen. Charles E. Yeager, USAF (Ret.) will discuss "Breaking the Sound Barrier." Yeager was the first man to fly faster than the speed of sound, which he did on Oct. 14, 1947 in the Bell XS-1 rocket airplane. Both lectures are scheduled for 7:30 p.m. and both will be held in the Museum's Langley Theater.

## Ben Lee

Ben Lee of the Office of Public Affairs died of cancer Sept. 18 at the Washington Hospital Center. A World War II Air Force veteran, he was engaged in aviation public relations for most of his career. After holding several managerial positions and serving with the National Aeronautics Air and Space Administration in the 1960s, he joined the agency in 1971. He lived in Bowie, Md.



## Bloodmobile Coming

The Bloodmobile is coming to FOB-10A once again next week. For the convenience of donors it will be set up on the fifth floor in rooms ABC. In this way, it will be hard to miss. FAA has a good blood donor record. So let's keep it that way.



**BLOODMOBILE  
is  
Coming!!!**

**Date:** Thursday and Friday, Oct. 8 and 9

**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

## The News in Brief

Aircraft operations on the North Atlantic routes have been declining in recent years because of the switch to widebodies and generally slow economic growth in the U.S. and Europe. Operations went from 127,000 in 1978 to 122,800 in 1980 and are expected to drop another four percent to 117,700 in 1981. But the North Atlantic Traffic Forecasting Group says aircraft movements will start back up in 1982 and reach 132,700 in 1986. The group, which includes FAA's Gene Mercer from Washington Headquarters, also projects a continued increase in passenger traffic between the U.S. and Europe. It's expected to increase from 19.9 million in 1980 to 26.6 million in 1986. • Members and friends of the Air Traffic Control Association (ATCA) will get together October 18-22 in Las Vegas to discuss the "Issues of the 80s." FAA Associate Administrator for Aviation Standards Walt Luffsey is the general chairman of the annual meeting, and the Administrator will speak on the 20th. Other agency participants include the Associate Administrator for Engineering and Development, A.P. Albrecht, who will serve as chairman of the kickoff session. • The Great Lakes Region has saved \$769,581 over a 12-month period by reducing natural gas and electricity usage in FAA facilities. Over \$120,000 was saved by cutting the use of gas, and (See page 2)

## Automated FSS Network Is One Step Closer

After years in the planning stages, the automated flight service station network took a giant step towards realization last week with the award of two contracts totalling \$78.3 million for the production of the network's computer systems. The contracts went to E-Systems of Garland, Tex. These two "turn key" contracts call for the production of computerized systems that will provide FSS specialists with rapid retrieval of information they need to brief pilots. Eventually, the new FSS network will consist of 61 automated facilities. Initially, however, 41 existing FSSs will be automated with the Model 1 system, capable of displaying weather and aeronautical data in the form of alphanumeric on the specialist's screen. Model 1 will be operational at the 41 sites within two years. By the fall of 1988, the entire 61-station network will have the more sophisticated Model 2, which will add a second display for weather radar, charts and other graphics. Model 2 also will include the capability of testing direct access by pilots to the computer data base from remote computer terminals at airports and other locations. Later, the capability of Model 2 will be expanded to allow pilot access also via push-button telephones or similar devices. Implementation of this feature will begin in 1985. (See page 2)

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## News Briefs (From page 1)

an additional \$648,000 was cut from utility bills by reducing the use of electricity. The reductions were accomplished by conservation measures as simple, in some cases, as turning down thermostats. Costs were also cut by extensive streamlining of heating-ventilation-air conditioning operations at the region's four en route centers and at some towers.

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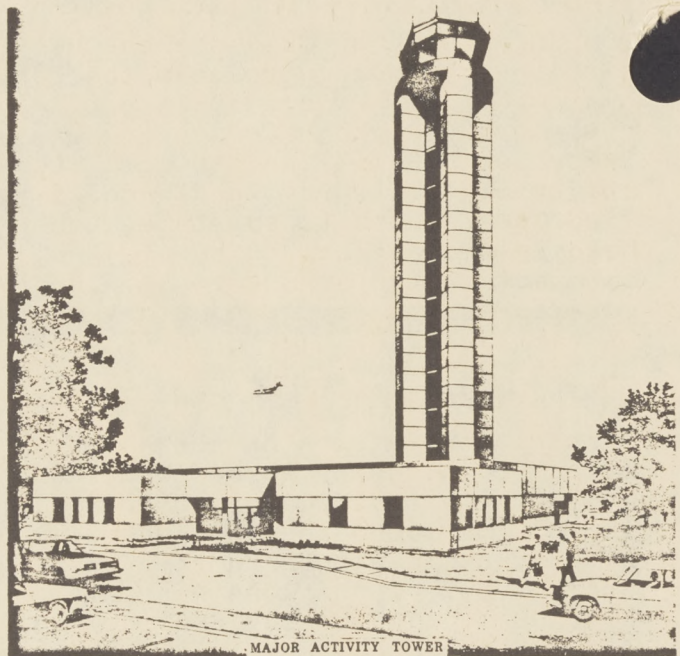
## Automated FSS (From page 1)

Ultimately, the more than 300 existing FSSs will be consolidated into the 61 automated facilities. The automated network is expected to provide a higher level of service, using a fewer number of specialists than there are now, at a substantially lower cost to the taxpayer.

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## New Instructors at Academy

Last month 150 new ATC instructors reported for duty at the FAA Academy. All are former controllers or specialists who recently retired or were medically disqualified. The new instructors are needed to handle the expanding classes in the strike-recovery program. From now on, student enrollments are scheduled to increase gradually over the next several months and stabilize in early 1982 when the full instructor and facility complements are in place. For more on the Academy's future plans, see "Academy To Get Help," page 3.



## Towers Abuilding

Contracts to build five new air traffic control towers have been awarded by the agency. McCarran International Airport in Las Vegas and Miami International Airport will get major activity facilities--that is, 180-foot high towers designed by Welton and Becket and a TRACON base building. Both towers should be operational by late 1983. Intermediate activity facilities are scheduled for John Wayne Airport in Santa Ana, Calif., and Midland Regional Airport in Midland, Tex. The John Wayne tower is expected to be ready for controller occupancy by December 1982 and Midland by March 1983. A low-activity, 40-foot high tower is planned for Molokai, Hawaii. It should be ready for controllers by early 1983.

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## FAA Academy to Get Help

The University of Oklahoma has been hired by the agency to help the FAA Academy train new controllers to replace those who have been fired. Under the \$10 million contract, the university will provide FAA-certified instructors to supplement the Academy's staffing, to handle the training of the substantially increased influx of new controllers as called for by the agency's Air Traffic Recovery Program. The university's campus at Norman, located just 20 miles away from the Academy, may also serve as a supplemental training site. Students at the Norman campus spend most of the 17- to 20-week initial training course there, returning to the Academy for laboratory training and simulation work, the final phase of the program, before they move on to ATC facilities for on-the-job training. Most of the instructors provided under this contract will be retired FAA controllers. All instructor candidates must pass a four-week basic instructor course and a second four-week course specifically geared to ATC instruction. The university has provided instructors and facilities for FAA over the past ten years for management training and the Air Traffic Pre-Developmental Program. As an added benefit during a severe housing shortage in the Oklahoma City area, the university also has 100 housing units formerly occupied by Pre-Developmental Program students, available for FAA use. The one-year contract contains renewal options for two additional years, estimated at \$10 million annually.

## Overseas Job Open

The Office of International Aviation Affairs has an urgent need for a GS-14 Aviation Safety Inspector (Operations) Advisor to fill a two-year position in Muscat, Oman. Candidates must have a current commercial pilot's certificate and flight instructor certificate for multi-engine aircraft. Interested employees should submit current SF-171 and performance-rating forms to the headquarters' Employment Branch, APT-150. In grade candidates may contact Marilyn Fobbs, API-19, FTS 426-8521.

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## Administrator Gives Awards To Field Facilities

The FAA Administrator visited the control towers at Hutchinson, Kan., and Van Nuys, Calif., recently to present them with Air Traffic Control Facility-of-the-Year Awards. He also is scheduled to stop off at Nashville, Tenn., on October 15 to give the same award to the flight service station there. The Administrator said he personally wanted to thank each controller and supervisor for his or her outstanding performance in 1980.

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## N.C. Sends Thanks to ATCSs

In a formal resolution, the North Carolina Aeronautics Council recently sent gratitude to "those loyal FAA employees who are serving our vital aviation system to keep it safe and functioning during a very trying period."

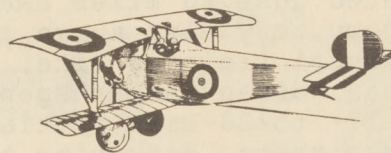
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## Pangia Featured in "Flying"

FAA headquarters' own Mike Pangia, assistant chief counsel, Litigation Division, is featured in the October issue of Flying Magazine. In "Agency Advocate," the author emphasizes that Pangia is as devoted to flying and to aviation in general as he is to his attorney's job. Pangia is a commercial pilot, a flight instructor, and he flies his own WACO UPF-7. However, the article also dramatically demonstrates Pangia's competence as a courtroom attorney. By quoting directly from Pangia's cross-examination, the author shows how the FAA lawyer has suffered only one loss in over 25 trials.

## Watch Found

If you or anyone you know lost a watch in the FOB-10A garage sometime near the end of last month, contact Jim Doyle of Air Traffic Service, x63540. He's got the watch and wants to make sure it gets back to the real owner. He'll be happy to give it up to the person who comes up with an accurate description.



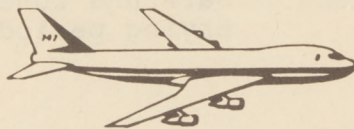
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## FEW Will Host Association Fair

The Southwest D.C. Chapter of Federally Employed Women (FEW) will host an Association Fair for all Federal employees on October 13 at noon in room 8334, Nassif Building. All are welcome to the gathering and to refreshments. Associations to be represented include the Women's Equity Action League (WEAL), National Council of Career Women (NCCW), Women's Transportation Seminar (WTS), Toastmistresses International (TI), Professional Secretaries International (PSI) and the National Organization of Women (NOW).

## 'How to' Program Reoffered

In response to popular demand, the Air and Space Museum is reoffering, on October 4 through 8, the "How to Restore Aircraft" program originally presented last year. The program will feature hands-on workshops at the museum's Paul E. Garber facility in Silver Hill, Md. This is the facility where many of the planes in the museum's collection were restored. Also included in the program are behind-the-scenes tours with top museum officials. Anyone interested in attending can call 357-2475.





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

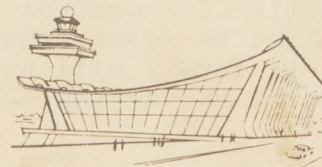
# Headquarters Intercom

## The News in Brief

In the face of a plethora of rumors, Transportation Secretary Drew Lewis once again has unambiguously stated the Administration's opposition to rehiring the controllers who were fired for engaging in an illegal strike. "There are only three people who can speak on this," he told United Press International. "That's the President, the FAA Administrator or me, and all of us feel very strongly about not bringing these people back." • Meanwhile, kudos for the controllers still staffing the system continue to come in from all corners of the country. The latest came in the form of a polished wooden plaque from the Michigan Aeronautics Commission. This was sent directly to the Administrator and said in part, "Now, therefore be it resolved.... that air traffic control personnel now in the employ of the FAA be accorded the highest of accolades and expressions of gratitude for their outstanding performance." • Just in case you missed the full-page ads in national publications and/or the television commercials, the Boeing 767 made its first flight at 11:54 a.m. on September 26 at Everett, Wash. The wide-body, twinjet took off in 3,000 feet of runway, climbed quickly to an altitude of 17,000 feet and flew for two hours and four minutes in a nearly flawless performance. Lift-off speed was 135 knots, and top speed for the (See page 2)

## ASRP Extended for Year

The Aviation Safety Reporting Program has been extended for an additional year under an FAA agreement with the National Aeronautics and Space Administration (NASA). FAA uses NASA as a "third party" to receive and analyze aviation safety reports from pilots, controllers, maintenance personnel and other users of the National Airspace System. NASA's involvement preserves the anonymity of persons filing reports and assures them that FAA will not be able to take civil penalty or certificate action against them on the basis of their reports. They also receive one-time immunity to civil penalty or certificate action in the event FAA inspectors learn about the reported event through other sources. Since the program started five years ago, the anonymity of those reporting incidents, in which they themselves might have been involved, has never been compromised. During that time, over 30,000 reports have been received and analyzed, and 700 Alert Bulletins have been issued. Also published were 12 quarterly reports which are available from the Office of Aviation Safety, ASF-300, x69472.



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## News Briefs (From page 1)

proving flight was 260 miles per hour. FAA certification of the aircraft is targeted for June 1982.

● Both commercial and general aviation are showing improved safety records through the first nine months of 1981. The commercial aviation category--which includes the airlines, commuters and air taxis--had a total of 91 accident-related fatalities at the end of September compared with 113 over the same period in 1980. Air taxi operators showed the most significant improvement with fatal accidents down from 26 to 22 and fatalities dropping from 78 to 59. Meanwhile, that great conglomerate known as general aviation had 950 fatalities which represents a five percent drop from the comparable 1980 figure of 1,003. Personal flying led the way among general aviation flyers with fatalities dropping from 698 to 657.

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## ATC Recovery Schedule Set

The Administrator has told the Congress that he expects the air traffic control system to be operating at pre-strike levels within two years and recover its growth potential within three. Testifying before the House Post Office and Civil Service Committee, the Administrator said: "Current traffic levels (i.e., about 75-80 percent of normal scheduled traffic) will likely be maintained throughout the spring and summer of next year... In the second year of rebuilding the system, we expect to permit traffic levels to increase at a steady pace to the point at which pre-strike traffic levels can be reached on a daily basis. We will still flow control traffic at that point to assure that prior peak traffic levels will not be reached until the system is fully

capable. Toward the end of the third year of rebuilding the system, we expect to have attained recovery of full capacity and to be able to safely handle previous peak-hour traffic activity and even slightly more."

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## ADAP Funds Allocated In Record Time

Expending Federal monies at a rapid rate normally isn't something one brags about, given the present mood, in Washington. But FAA's Airport Planning and Programming Office deserves some kind of recognition for meeting a very tight deadline in allocating its Fiscal Year 1981 Airport Development Aid Program (ADAP) funds. During the last 11 days of September, the office executed 621 new grants for airport development and planning and 181 amendments to previous grants for a total of \$450.5 million. This flurry of last-minute activity became necessary when Congress passed the Omnibus Budget Reconciliation Act in August, authorizing FAA to allocate \$450 million in ADAP money by the end of FY 1981. An additional \$9 million recovered from adjustments to prior years' grants, also was made available for allocation by the Office of Management and Budget, bringing the total to \$459 million. FAA was not able to allocate all the money because one airport sponsor did not use all the money specifically set aside for it in the legislation.



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## Larger Paychecks Coming

This week's paycheck and the check received the week of October 26 will both be larger than their predecessors. This week, employees will be profiting from tax reductions. The check received two weeks from now will reflect the 1981 4.8 percent Federal pay raise.

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## Top Instructor, Mechanic Honored by Agency

The 1980 winners of the Flight Instructor and Aviation Mechanic of the Year awards will be honored during ceremonies in Washington headquarters on October 15. The winners will receive FAA certificates, as well as cash awards and gifts contributed by the Aircraft Owners and Pilots Association (AOPA), the General Aviation Manufacturers Association (GAMA), the National Business Aircraft Association (NBAA), and others. Deputy Administrator Michael J. Fenello will present the flight instructor award to Fred H. Atkinson of St. Clair, Mo., and the mechanic award to John L. King of Payson, Ariz. Atkinson is an FAA pilot examiner and a recent winner of an agency certificate of appreciation. An instructor with over 40 years experience, he was instrumental in setting up a local flight instructors' association. King not only has supervised a number of aircraft maintenance programs but also has completely assembled a T-33 aircraft. He was in charge of the many planes used in the movies "Tora, Tora, Tora" where he compiled a "no down time" record. More recently he has been in charge of a very successful program to install a Garrett turbine engine in an aircraft located in the Netherlands, for which he was complimented by the Netherlands Civil Aviation Authority.

## 12-Inch Letters Required

The agency is going back to requiring 12-inch letters on most general aviation aircraft. The identification, or "N," numbers had been 12 inches high until FAA modified the rule in 1977 and allowed three-inch numbers on general aviation aircraft with speeds of less than 180 knots. But the smaller numbers caused aircraft identification problems for airport tower controllers and also made life more difficult for drug and law enforcement agencies. However, aircraft that displayed the smaller numbers before November 1, 1981 won't have to make the change right away but can wait for the next repainting. The same is true for aircraft manufactured in the November 2, 1981 - January 1, 1983, time period. The new rule does not apply to small aircraft used for exhibition purposes; those built at least 30 years ago; unusually configured aircraft; and those issued an experimental certificate as exhibition or amateur-built aircraft. They can continue to display three-inch numbers.

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## Standards a Must OPM Reminds Supervisors

Supervisors are reminded that all employees should have received written performance standards by October 1. This is the last major step in implementing appraisal programs required by the Civil Service Reform Act, and the Office of Personnel Management wants to make sure it's done. In fact, OPM is asking agencies to certify the extent of compliance and give a good reason if certification cannot be made.

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## Time to Use or Lose

The trees have hardly begun to turn, but it's already time to start scheduling "use or lose" leave. In fact, this leave must be scheduled before November 29. Employees with more than 240 hours on the books or those who will have more than that amount by the end of the leave year, should start requesting leave in writing right now. Generally, employees cannot carry more than 240 hours of annual leave into a new year. However, leave in excess of 240 hours which has been scheduled in writing, and which was not used for some legitimate reason, may be considered for restoration. That's why filling out a Form 71 (Application for Leave) right now is a smart thing to do.

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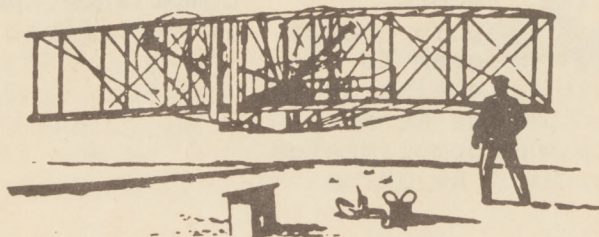
## Toastmasters Plan Communications Series

FAA Speechmasters, which meets from noon until 1 p.m. the first and third Tuesdays of the month in the 5th floor Conference Rooms, is kicking off a series of guest speakers, each of whom will give his/her version of "Better Communications in FAA." The first speaker, for November 3rd, will be announced in the next Intercom. Stay tuned.

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## Awards and Rewards

The Office of Budget has presented a Special Achievement award to Clara Colbert.



## October Films Set

Free aviation films scheduled to be shown this month in the Langley Theater of the Air and Space Museum during October include the following:

- JET PILOT - October 15  
An Air Force colonel assigned to extract military information from a Soviet female jet pilot, who is supposedly defecting, instead falls in love with her. With John Wayne and Janet Leigh.
- CEILING ZERO - October 22  
An excellent but little-known film about aviation between the wars. With James Cagney.
- AIR FORCE - October 29  
In the early days of World War II, the Air Force bomber, "Mary Ann," takes off from the Pacific island with its crew battling against heavy odds. With Gig Young.

All films start at 7:30 p.m. Seating is on a first-come, first-served basis.

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## Blanche Noyes

Blanche Noyes, who was already a famous flyer before beginning a 35-year career at FAA, died October 6 in Washington. Blanche was the first woman pilot to have been hired by the U.S. Government, one of the first 10 women pilots in the U.S., and the 1936 Bendix Air Race Winner. At FAA she spearheaded the air marking program and was often called the "patron saint of lost pilots."



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

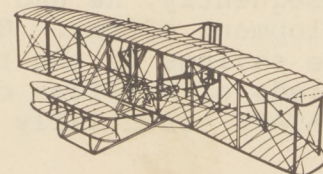
# Headquarters Intercom

## The News in Brief

Those media reports about the government rehiring the fired controllers all have one thing in common: The sources are anonymous. By contrast, all the reports that say the controllers will not be rehired are attributed to a real, live person like the President or the Secretary or the Administrator. The latest person to speak out by name on the subject is Presidential Counselor Edwin Meese III. He told reporters in Washington recently that "there's no way and no reason" to rehire the fired controllers. He also said the pending Federal Labor Relations Authority action on PATCO decertification will not affect the Administration's position in any way. • The per diem rate for long-term FAA Academy students has been increased from \$31 to \$33. The rate applies to students attending scheduled courses of more than 10 class days and not occupying Government-furnished quarters. • The Office of the Chief Counsel will hold an Aviation Law Symposium December 1-2. The meeting will include a general session as well as panel discussions on various specific subjects, such as noise-abatement responsibilities, wake-turbulence liability and aircraft certification's legal implications. Admission is free but, since space is limited, a reservation is necessary. To get one, write: Aviation Law Symposium, (See page 2)

## General Aviation IFR Quotas Set by Agency

In order to help minimize aircraft delays during the rebuilding of the air traffic control system, the agency began apportioning the number of general aviation instrument flights on October 19. Known as the General Aviation Reservation (GAR) program, the system is designed to ensure general aviation aircraft access to the ATC system in proportion to other users. Under the plan, GA pilots must obtain a reservation to fly IFR in en route airspace. The number of reservations available will be based on quotas determined by the agency, using data that has been adjusted to reflect reduced staffing levels in air traffic facilities. Pilots planning to fly IFR must obtain reservations when they file flight plans through flight service stations. These reservations will be granted on a first-come, first-served basis. The reservation plan will not affect visual flight rule operations. In addition, it will be in force only between the hours of 6 a.m. and 10 p.m. local time.



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## News Briefs (From page 1)

Regulations and Enforcement Division, AGC-200, 800 Independence Avenue, S.W., Washington, D.C. 20591. ● The Aircraft Owners and Pilots Association (AOPA) and the National Business Aircraft Association (NBAA) have filed suits in a New York City Federal court to reopen Westchester County Airport at night. Both actions are aimed at a curfew imposed by the airport operator on October 1, which bans all aircraft operations from midnight to 7 a.m. AOPA contends that the ban is unconstitutional. The NBAA suit, which sought a permanent injunction against the ban, was defeated. ● The Air Traffic Control Association (ATCA) has given its 1981 Industry Award to Sperry Univac Defense Systems for development of the Automated Radar Terminal System (ARTS IIIA) and is installing it in the New York Terminal Radar Approach Control facility. The New York installation is the largest of its kind and uses eight large computers to provide controllers with alphanumeric information on 42 displays. This is the second time Univac has won the ATCA award, having shared it with FAA in 1973 for the development of the basic ARTS III.

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## ATARS Development Dropped

FAAers now have one less set of initials to carry around in their heads. It's ATARS which stood for Automatic Traffic Advisory and Resolution Service. The FAA Administrator said recently that the planned implementation of the Traffic Alert and Conflict Avoidance System obviated the need for ATARS and, consequently, he had stopped the development effort. He estimated the savings to the taxpayers at "hundreds of millions of dollars." ATARS essentially was a

ground-based collision avoidance system that would have used the data link capability of the Discrete Address Beacon System (DABS) to communicate with pilots and provide them with traffic advisories and escape maneuvers. As an additional bonus to those who can't remember acronyms or keep initials straight, the agency also is dropping the DABS designation in favor of the internationally accepted term of Mode S transponder. The "S" in this case stands for selective address.

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## Forecasts Note Growth

A not-so-funny thing happened to this year's "Aviation Forecasts" on the way to the printer, according to Harvey Safeer, Director of FAA's Office of Policy and Plans. The publication was detoured by the August 3rd controllers' strike, became obsolete and ended up in the shredder. Consequently, the agency held its annual Aviation Forecasting and Planning Review Conference on October 13-14 without any printed forecast to hand out. But Safeer promised an updated forecast would be ready in the near future and provided some general long-range projections to tide people over. For example, he said domestic airline passenger traffic would increase four percent annually beginning in 1983, reaching a total of 466.2 million in 1993. Commuters are forecast to grow at almost double that rate--7.9 percent--hitting 35.2 million in 1993. Similar growth trends are projected for general aviation, with the number of aircraft increasing from 210,000 to 352,000 in the 1980-1993 time period and flight hours rising from 42 million to 75 million. And, of course, all this means more work for FAA. Tower operations will grow at an annual rate of 3.7 percent, instrument operations 3.5 percent and flight service station workload 5 percent.

## Fall Back

It's time once again to put back the clock one hour. Most of the country returns to Standard Time at 2 a.m., October 25. Those employees working the night shift during the change will be paid for the actual number of hours worked. A few FAAers will not be affected because Daylight Savings Time is not observed in Arizona, Hawaii, Puerto Rico, the Virgin Islands, American Samoa and parts of Indiana.

## AD Cautions L-1011 Crews

The agency has issued an Airworthiness Directive (AD) requiring Lockheed L-1011 flight crews to closely monitor vibration and oil pressure readings on the aircraft's RB-211 engines and immediately shut down any engine that shows sudden rises in these readings. The agency's most recent action follows steps taken in August to ensure in-flight availability of engine vibration and oil pressure readings for crew monitoring. There have been two incidents in which the RB-211 fan stage tore away following the failure of the shaft on which it is mounted. In both cases, the failure was preceded by rises in one or both of the readings. The AD is an interim measure, pending the development of an engine modification that will prevent the shaft failure.



## Study Lauds Controllers

The National Transportation Safety Board team that has been looking at the post-strike air traffic control system has concluded that the present controller work force is doing an outstanding job. NTSB staffer David Thomas, who is heading the investigation, said working controllers have a "very positive attitude" that has helped to keep the system running at a high level of efficiency. He also noted that team members had not found any evidence of fatigue or stress among controllers in the more than 40 facilities they visited. At the same time, he said team members were concerned about the long-range implications of the increased workload on controllers, noting that 50 percent of those who responded to a questionnaire reported they were giving maximum effort every day. Consequently, he recommended that FAA implement a program to detect and deal with the onset of stress and fatigue among controllers. He also submitted two additional recommendations for consideration by the NTSB board members. One urged FAA to impose additional traffic restrictions on nonscheduled IFR operations and to limit the services being provided to VFR operators. The final recommendation was aimed at assuring the ready availability of supervisory personnel in ATC facilities to provide assistance and coordination, as required. The recommendations were discussed at the NTSB meeting on October 9 and adopted on the 14th. FAA presently is studying the recommendations and will respond to the Board in the near future.



Signing their CFC pledge cards in the Administrator's conference room last week were, from left, seated: Walter S. Luffsey, Associate Administrator for Aviation Standards; William F. Shea, Associate Administrator for Airports; the Administrator, Deputy Administrator Michael J. Fenello; Donald S. Segner, Associate Administrator for Policy and International Aviation; and James L. Bispo, Associate Administrator for Air Traffic and Airway Facilities. Standing are Charles A. Murchison, Assistant Administrator, Office of Public Affairs; Frank L. Frisbie, Director, Logistic Service (standing in for Charles E. Weithoner, Associate Administrator for Administration); A. P. Albrecht, Associate Administrator for Engineering and Development; and Leon C. Watkins, Director of the Office of Civil Rights.

## CFC Kicked Off

The 1981 FAA Combined Federal Campaign was kicked off last Wednesday morning as the Administrator, the Deputy Administrator and six Associate Administrators signed pledge cards in the Administrator's conference room. The Administrator, who is chairman of the FAA campaign, said that the emphasis this year would be on "personal contact." He explained that one in each 15 employees will be a "key person," and that the 1981 goal will be \$151,892. He also asked all employees to help meet this "challenging but worthwhile goal before the campaign ends on November 9."

## Awards and Rewards

The Office of Accounting has presented Quality Increase Awards to Fred Mozingo and Sheila Byrd.

## New/Used Buses Coming

To upgrade ground transportation to and from Dulles International Airport, five buses have been purchased with money from an airline trust fund which was set up with the cooperation of the agency. The buses will be painted mocha color in a special design and will have "DULLES" written on them in large letters. They will operate on a regular schedule from downtown Hilton hotels and Washington National Airport to Dulles. The five buses and the limos currently serving the international airport will be in use for about two years; then 14 new buses are to be delivered.

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 FAA INTERCOM is published weekly for employees of the DOT/FAA by the Office of Public Affairs . . . Editor Ted Maher . . . Production Assistant Josie Clark . . . APA-300 . . . Room 908C . . . Ext. 68521.

U.S. Department  
of TransportationFederal Aviation  
Administration

# Headquarters Intercom

## Exec Development Program Candidates Picked by DOT

Seven FAAers at the GS-15 level have been selected to participate in this year's Department-wide Executive Development Program, now called the Senior Executive Service Candidate Development Program. Those chosen are: David B. Carmichael, Executive Officer, Aero Center; Alexander R. Hammond, Assistant Chief, Airway Facilities Division, AWE; Thomas J. Howard, Assistant Chief, Flight Standards Division, AGL; Thomas Imrich, Assistant Chief, Flights Standards Division, ANW; Michael E. Perie, Chief, Advanced Automation Branch, ARD; Stanley Rivers, Acting Chief, Airways Facilities Division, AGL; and John M. Rodgers, Chief, System Analysis Division, Aviation Policy and Plans. The participants already have started the program and have completed interviews with the Transportation Secretary and FAA Administrator, along with other key departmental and agency officials. They are currently completing their individual development plans. Subsequent training will include participation in Office of Personnel Management-sponsored seminars as well as job assignments in both DOT and other agencies.

## PATCO Decertified

The Federal Labor Relations Authority decertified the Professional Air Traffic Controllers Organizations on Oct. 22 in a decision that would have immediately rescinded the union's right to serve as the exclusive bargaining agent for FAA controllers. However, only hours after the decision was announced, PATCO attorneys obtained a temporary stay of the order from a Federal appeals court in Washington, D.C. The government has been given until Monday, Oct. 26 to respond to the temporary stay order. All three FLRA members found that the union had "willfully and intentionally" violated the law by calling a strike against FAA. Because of this, the Authority ruled that the law "plainly requires revocation of PATCO's status as the exclusively recognized representative of the employees in the nationwide bargaining unit of air traffic control specialists employed by FAA." In addition, the Authority held that "as of this date PATCO is no longer a labor organization within the meaning of the applicable statute. FLRA Chairman Ronald Haughton disagreed with his two colleagues on the decertification action noting that "the record is incomplete insofar as evidence bearing on the remedy is concerned, and therefore I am unable at this time to determine what remedy is warranted in this case."

## Pay Hike Proposed For Controllers and Others

The Department of Transportation is planning to ask Congress to approve pay increases for air traffic controllers and supervisors who stayed on the job when the controllers' union went on strike. Flight service station specialists, airway facilities technicians and others also would benefit from the proposed legislation.

The pay hike for controllers would mean an average annual increase of 6.6 percent with much of it retroactive to August 3, the day the strike began. The 6.6 percent would be in addition to a 4.8 percent increase for all government employees which went into effect earlier this month.

The proposed legislation also would give five percent raises to other FAA employees engaged in the operation and maintenance of the air traffic control and navigation systems and some other jobs.

A large part of the proposed increases would be exempt from the existing cap for career federal employees of \$50,112.50 a year.

Approximately 24,000 FAA employees would be affected by the increase. Of these, approximately 10,360 would be controllers and supervisors. The others would be Air Traffic Service employees who staff the Flight Service Stations, the technicians who maintain the air traffic control and air navigation equipment and flight inspection and test pilots.

Transportation Secretary Drew Lewis said he would urge prompt enactment of the proposed legislation "as an important step in our efforts to rebuild the air traffic system." It would, he added, "assure that our current work force receives

equitable pay treatment.... while providing special recruitment incentives.

The heart of the pay proposal is a section that would establish an "operational responsibility differential" of five percent of base pay that would go to all employees at or above the GS-9 (or WG-10) grade level who are engaged in the operation and maintenance of the air traffic control and navigation systems. It also would include flight inspection pilots--the pilots who check the accuracy of the navigation equipment--at or above the GS-11 level and test pilots at GS-12 and above.

The "operational responsibility differential" would be retroactive to August 3 and would not be subject to the pay cap.

The proposed legislation, known as the Air Traffic Control Revitalization Act of 1981, also would:

- Allow retired FAA and military air traffic controllers to be rehired on a temporary basis without any reduction in their retirement pay.
- Provide an "operational currency differential" of 1.6 percent for supervisors and other former controllers who maintain operational currency as controllers even though they are not required to do so.
- Provide an "on-the-job training differential" of 10 percent to controllers who provide on-the-job training to other controllers in the handling of live traffic.
- Assure controllers a 30-minute lunch break in each eight-hour shift or pay them overtime for that 30 minutes if they are unable to take the lunch break.
- Allow controller trainees to be paid for time spent in training in excess of 40 hours a week; but at the regular rate, not the overtime rate.

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## Van Vuren Honored

Air Traffic Service Director Raymond J. Van Vuren has received the Senior Executive Service Presidential Meritorious Rank Award for sustained accomplishment. He was cited for demonstrated executive ability and making significant and lasting contributions to system improvements and the enhancement of air safety. Specific accomplishments mentioned included his continuing support of efforts to reduce aviation fuel consumption and his initiating a major program to review and clarify all rules governing aircraft operations in the ATC system.

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## Radar Training Rescheduled

FAA is shifting the radar training phase from the initial ATC course at the FAA Academy and will provide this instruction later in a new controller's developmental cycle. The change, together with other adjustments in the schedule, means the new trainees will enter the work-force and become productive five weeks earlier than previously was the case. Enroute students now will spend 12 weeks and terminal students 15 weeks at the Academy learning the basics of non-radar control. After graduation, they will report to a control facility, returning to the Academy for radar training just before they begin radar qualification work in the field. Providing radar training later in the curriculum will reduce some of the instructional workload for field facilities and will limit the cost of training to only those individuals selected for or assigned to radar control facilities.

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## Administrator: No Dress Code

The Administrator has told the Air Traffic Control Association that clothes don't make the man ... or woman. At the same time, he indicated that the way people dress on the job is a pretty good indication of the way they view their professional status. But on the critical question of a dress code for controllers, the Administrator said he gave a firm "no" to those who suggested it. "People become professional by ... what they do," he told the ATCA meeting. "If FAA controllers want to select a blazer and trousers to identify themselves and build a professional recognition over the years, that's up to them. It's their business. That's what the pilots did. Controllers themselves will start to establish a dress code on how strongly they want to be professional." The Administrator also accepted a plaque from ATCA dedicated to all FAA employees "for maintaining the integrity of the national airspace system since Aug. 3, 1981."

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## PATCO Locals Fined

A Federal judge has imposed the maximum \$250,000 fine on each of five PATCO locals in Virginia. The fines resulted from contempt-of-court charges brought against the locals when members ignored a judge's order to return to work and participated in the Aug. 3 illegal walkout. PATCO has announced that the judgment is certain to be appealed.

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## New Graphic and Photo Request Form Available

DOT has introduced a new form for all graphic and photographic services. It is designated form DOT F 1710.2, Request for Graphics and Photographics Services, and it replaces forms DOT F 1710.2, Graphic Service Request, and DOT F 1700.5, Request for Photographic Services. The new form, which is currently in use, is available in FOB-10A rooms 531, (Graphics) and 607, (Printing).

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## Pangia to Address

Kicking off a new "Better Communications in FAA" series of guest speakers for FAA Speechmasters of Toastmasters International will be Mike Pangia, Assistant Chief Counsel, Litigation. Pangia's topic will be "The FAA Lawyer--Who, What and Why." The meeting will be from noon until 1 p.m. Tuesday, Nov. 3, in Conference Rooms 5A and 5B. Two club speakers will follow. The public is invited.

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## Metro Maps In Telephone Directory

The latest DOT telephone directory contains more than numbers alone. At the very back of the volume are two excellent Metro Rail Transit System maps. The maps were included after it was ascertained that approximately 22,000 riders use the local, L'Enfant Plaza subway station every workday.

Aviation films to be shown in the Air and Space Museum's Langley Theater at 7:30 p.m. during November include some real classics. Admission to all films is free and seating is on a first-come, first-served basis. The films running through Nov. 19 are:

### WINGS OF THE NAVY (1939)

Nov. 5--This pre-World War II film revolves around naval air action in 1939. With Olivia de Havilland.

### THE LOST SQUADRON (1932)

Nov. 12--The dangers that movie stunt pilots experience in making a picture are explored in this film, with Richard Dix and Eric von Stroheim.

### THE FINAL COUNTDOWN (1980)

Nov. 19--Caught in a time warp, the U.S.S. Nimitz emerges in the Pacific in the year 1945, hours before the historic bombing of Pearl Harbor by the Japanese, with Kirk Douglas and Katharine Ross.

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## Form 171 Workshop Set

A workshop on how to prepare Personnel Qualification Statements, Form 171, will be sponsored by the Federal Women's Task Force on Oct. 28 at 10 a.m. in room 8A of FOB-10A. To be sure of a seat at this popular workshop, call x63785 for a reservation.



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

# Headquarters Intercom

## The News in Brief

With all the news about the controllers' strike and its consequences, Intercom neglected to mention the promotion of Anthony J. (Tony) Broderick to the job of Deputy Associate Administrator for Aviation Standards. Broderick came to FAA in June 1976 from the DOT Transportation Systems Center and served as technical advisor to AVS-1 before his promotion. He holds a B.S. degree in physics from St. Bonaventure University in upstate New York. • Like hitching posts and paddle wheel steamers, FAA's combined station/towers have been overcome by progress and are being phased out. Last month, the Wheeling, W. Va., facility was decombined, and the last CS/T in the system—at Valdez, Alaska, is scheduled for decombining on Nov. 30. Combined station/towers first came into the picture in 1951 when 19 were established. Their numbers grew until there were a total of 85 in 1958. From that point on, the number of CS/Ts began to dwindle. • The percentage of Minority and female employment actually increased during FY 81, despite the fact that FAA employment overall decreased by nearly 13,000, including the 11,400 strikers who were fired. Minorities now constitute 13.2 percent of the work force, up from 12.7 percent, while female employment jumped from 14.4 percent to 15.6 percent. This mathematical quirk was made (see page 2)

## ATC Pay Bill Sent to Hill

The proposed pay hike for controllers, flight service specialists and others, recently announced by the Secretary, was sent to Capitol Hill last week. In his transmittal letter to Congress, Secretary Lewis urged prompt enactment of the proposed legislation, saying it is needed "to provide special recruitment incentives to assure that our current work force receives equitable pay treatment." The proposed pay package would provide an average 6.6 percent pay boost for controllers. Besides controllers, FSS specialists and their supervisors, the proposal covers most AAF employees in field sectors, certain flight inspection personnel and flight test pilots who would get about 5 percent. Both pay hikes are in addition to the 4.8 percent increase all Federal employees recently received. Full details were carried in a previous issue of Intercom.

## Decertification Unanimous

The decision by the Federal Labor Relations Authority to decertify PATCO became unanimous last week when the FLRA chairman reversed his stand and joined the two other members of the FLRA panel in the Oct. 22 order revoking the union's exclusive bargaining status. Chairman Ronald W. Haughton initially voted against (See page 2)

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## News Briefs (From page 1)

possible by smaller decreases in minority and female employment compared to other categories of FAA employees. • Beginning Nov. 20, blind airline passengers will be allowed to keep their travel canes at their seats for use in case of an emergency instead of turning them over to a flight attendant for stowage during takeoff and landing. The FAA rule change, made in response to a petition from the National Federation of the Blind, allows flexible canes to be stowed under seats, on the floor between a window passenger seat and the fuselage, or beneath any window passenger seat and the seat directly in front.

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## Decertification (From page 1)

decertification but said he would concur with the majority decision if the union did not act within five days to end the strike and show its intention to abide by the statute prohibiting Federal employees from striking. The chairman noted that the union didn't, so he did. Meantime, PATCO has notified the U.S. Appeals Court in Washington, D.C., that it is appealing the FLRA decision.

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## Safety Record Established

It's not the kind of story that commands banner headlines, but it's remarkable nonetheless that on Oct. 31 the nation's airlines completed two years without a large passenger jet going down. That's six months longer than the previous record set between February 1964 and August 1965. Besides, the latest record was set during a period in which the airlines logged half a trillion revenue passenger

miles--enough to take every man, woman and child in the country on a flight of more than 2,000 miles. The last fatal crash of a large passenger jet was the Western Airlines DC-10 accident at Mexico City, Oct. 31, 1979, in which 70 of the 87 passengers aboard were killed. Moreover, since that time there have been only two fatal accidents involving any kind of aircraft operated by the country's scheduled flag, trunk and local service airlines, with a total of 20 fatalities.

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## Meeting on Transports Set

The agency is holding a public review of its takeoff performance requirements for transport airplanes the week of Nov. 16 in Seattle, Wash. The main purpose of the five-day meeting is to discuss whether a recent rule that stiffened these requirements should be applied retroactively to previously certificated aircraft. Also, as part of the review, all factors affecting takeoff and accelerate-stop distance will be covered including wet runway accountability and mandatory requirements for anti-skid device systems. In addition, FAA will present the findings of a recent evaluation of noise abatement takeoff procedures at John Wayne Airport in Santa Ana, Calif. The Administrator will speak at the opening session on Nov. 16 along with Northwest Mountain Region Director Charles Foster, who is serving as the meeting's host. The contact for obtaining additional information on the meeting is Ms. Brenda Courtney in Washington headquarters. The number is 202/755-8714.

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## Telling Them Where to Go

A former World War II pilot took an airline flight recently and spotted what he considered to be an unsafe operating practice. So he called FAA to complain and was referred from one number to another until he ended up at the Civil Aeronautics Board. Fortunately, the CAB staffer knew enough to call the Community and Consumer Liaison Division in FAA's Public Affairs Office, which eventually got the WW II vet in touch with the appropriate office. Now the point of this story is that FAA people can do the same when they get a call from a member of the public they don't know how to handle otherwise. Refer the party to 202/426-1960, and the Community and Consumer Liaison Division will take it from there. But remember, FAA doesn't handle complaints about airline schedules, fares, baggage handling or similar matters relating to airline service. They can be referred directly to CAB's Bureau of Consumer Protection on 202/673-5932.

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## Long-Term Training Announced

The agency is looking for candidates for its 1982-83 Long-Term Training Program, which provides those selected with a year of graduate level studies at various educational institutions. All qualified employees may apply for the Air Transportation System Specialist (ATSS) and the Education for Public Management (EMP) programs. However, participation in senior level training programs at the Air War College and Industrial College of the Armed Forces will be restricted to Executive Development Program candidates.

## FAA Seeks Simpler Cockpit Warning Systems

Cockpit warning systems in airliners of the future will be a whole lot simpler and more standardized throughout the industry if aircraft manufacturers follow the guidelines recently published by the agency. The guidelines are included in a two-volume report on a two-year test and evaluation of various alerting system designs by Boeing, Lockheed and McDonnell Douglas. The work was done under an FAA contract by a team of pilots, engineers and human factors experts from the three companies. The FAA study report says the proliferation of alerts of all kinds, including horns, bells, chimes, "wailers," flashing lights and color-coded displays, is causing flight crews to regard them as a nuisance rather than a help, and the agency is concerned that flight crews will begin to ignore the alerts. Examples of the rapid increase in alerts is the 142 percent jump from the 188 alerts in the B-707 to 455 in the B-747, and the similar increase in McDonnell Douglas aircraft, with the number of alerts going from 172 in the DC-8 to 418 in the DC-10. The report concludes that there should be fewer alerts, both visual and aural, in future aircraft, the workload they place on flight crews should be cut down, and the time it takes for flight crew after the alert to assess the problem and take corrective action should be minimized. Copies of the report, "Aircraft Alerting System Standardization Study," (DOT/FAA/RD-81/38) can be obtained from the National Technical Information Service (NTIS).

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## Speechmasters Host Fenello 'Air Force Now'

Deputy Administrator Michael Fenello will be the guest speaker at the Nov. 17 meeting of FAA Speechmasters. Conference Rooms 5AB will be set up in auditorium style with seats for 80 for his appearance at the club's regular meeting from noon until 1 p.m. Visitors are encouraged to attend. Before coming to the FAA in January 1981, the Deputy Administrator was in charge of flight operations for Eastern Airlines. His talk marks another in FAA Speechmasters' series on "Better Communications in FAA."

## Film Scheduled

All employees are invited to the U.S. Air Force-sponsored showing of two "Air Force Now" films in the FAA auditorium on Nov. 17 at 11:30 a.m. Covered by the show will be such diverse subjects as Dragon Team, Laser Lab, Computer Programming Center, Remote ANG Family, Black Hawk Four, Air Force Fire Fighters, Space Shuttle, and Air Force and Army Exchange Service.

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## FAAers Went The Distance

Last Week's Marine Corps Marathon in D.C. attracted a field of over 9,000 runners, and at least two of them were from FAA headquarters: Dan Long, AGC-520, and Joe Asin, AP0-210. Not only did they finish the race, but they recorded excellent times. The 38-year old Long completed the 26.2-mile course in 2 hrs., 57 mins., and 47 secs., for a 6 min., 45 sec. per-mile pace. A miler in high school 20 years ago, Long said he had quit running until a year ago when he realized his weight had ballooned to 215 lbs. and he had picked up a three-pack-a-day smoking habit. He quit smoking and began to train, getting his weight down to 160 lbs. at race time. Asin, 47 years of age, ran the race, at a 9 min. per-mile clip, in 3 hrs. 56 mins. He joked that he would have done even better, but it took him 2 mins., 15 secs. to reach the starting line. Asin has been running since 1968, but previously his longest race was 10 miles.

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## CFC Seeks Local Support

During the past week, the Combined Federal Campaign (CFC) contributions rose only 11 percent, according to campaign vice chairman Chip Mudd, director of the Office of Airport Standards. He said it now stands at 58 percent of the dollar goal and represents contributions from only 29 percent of the employees in the Washington metropolitan area. This year, the campaign is being conducted on the basis of personal, peer contact. That is why training was arranged for one key worker for each 15 employees. Mudd said he was sure that many employees had just not gotten around to contributing. He said that he hoped they and all others would now show compassion for their fellow man by doing so immediately. He also reminded employees that contributions may be earmarked for particular charities.

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## Camera Missing

Whoever borrowed the two cameras from Public Affairs, please return them immediately.



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## Good Management Practices To Prevail: Administrator

The decertification of PATCO should have little impact on Air Traffic Service personnel policies and practices, since most of the items in the PATCO contract are covered by FAA directives. And the Administrator has told all air traffic field facilities that he expects these directives "to be fairly administered." In addition, the Administrator said that changes in local personnel policies should be made only for sound management reasons and only after employee input has been solicited and carefully considered. Also, he emphasized that "present procedures covering overtime, operational errors and promotions shall be continued as good management practices." Finally, the Administrator said a task force composed of facility chiefs, team supervisors and working controllers was being organized "to ensure that good management practices developed (See page 2)

## Dues no Longer Withheld

As a result of the decertification of PATCO, that union's dues withholding allotments will be terminated. According to the Office of Labor Relations, it is not necessary for employees to take any action to have this done. It will be done automatically.

## PATCO Strikes Out

The Professional Air Traffic Controllers Organization no longer represents FAA controllers. On Oct. 27, a Federal Appeals Court in Washington, D.C., lifted the temporary stay it had placed on the Federal Labor Relations Authority order decertifying the union for "calling and participating in" an illegal strike against the Federal Government. PATCO attorneys obtained the stay only hours after the FLRA decision was announced on Oct. 22, arguing that decertification would mean the loss of dues withholding and cause the union "irreparable harm." However, the Government's legal brief pointed out that the union has not been receiving dues from some 3,200 working PATCO members anyway, since this money has gone into an escrow account pending resolution of various financial claims against the union. The Government also countered the PATCO argument that decertification would deny controllers union representation in pending grievance and arbitration actions, noting that alternative avenues exist for pressing these claims and pointing out that, in any event, the union could not properly or fairly represent people it has villified and harassed for the past two and a half months. "Unless and until PATCO's status is revoked," the Government continued, "air traffic controllers employed (See page 2)

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## Good Management (From page 1)

over the past decade are made a part of a document for facility chiefs to administer." He noted that this document would be issued on an interim basis pending additional contributions from field facilities and the consultant labor relations committee presently conducting a five-month study of ATC employment conditions.

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## PATCO (From page 1)

by the FAA remain effectively unrepresented and unable, if they so choose, to select a bargaining representative that will serve their interests." The court, however, did promise to expedite its decision if PATCO appealed the FLRA decertification order. It gave the union until Nov. 6 to file this appeal.

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## Still Getting Letters

If Intercom printed all the congratulatory messages the agency has received from airspace users over the past three months, there wouldn't be room for anything else in these pages. But just to let everyone know they are still coming in, here's a recent example from Pacific Southwest Airlines: "In the confusion resulting from the current difficulties with the ATC system and the problems of individual air carriers, we sometimes forget to say thanks. When we are arguing back and forth, it may appear that carriers don't appreciate how difficult it must be to make the system work. Well, we think all the folks at the FAA--administrators, controllers, analysts, secretaries, etc.--have done a terrific job under very trying circumstances. We would like you to know that it is appreciated. Thanks."

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## GAR Changes

The General Aviation Reservation (GAR) program established on Oct. 19 was amended last week. Principal changes include:

- Reservations are now required for IFR departures/en route pick-ups between 0600 and 1959 local time. Previously, they were required between 0600 and 2200 local time.
- Flight plans and requests for reservations will be accepted no more than 24 hours and no less than 30 minutes in advance of the proposed departure time. Previously, they had been acceptable no more than 16 hours and no less than one hour in advance of the proposed departure time.
- For multiple flight plans, the last departure must be within 24 hours of the time the request is made.
- Exempt from these rules are general aviation turbojet aircraft cruising at 29,000 feet and above, Presidential and Vice Presidential aircraft, "Mercy Flights," and non-stop flights destined for airports outside the continental U.S.

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## Photo Contest

The deadline for the FAA employee photo contest has been extended to Nov. 30. Winners will be announced December 21. If you need further information or entry forms, contact regional/center public affairs offices or APA-330 in headquarters. Don't miss this opportunity to be one of the nine winners of \$200-\$100-\$50 Series EE Savings Bonds.

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## FAA Supports "AM Weather" Children's Benefits OKed

The agency has agreed to provide partial funding to help keep the popular "AM Weather" television series running for another year as a service to general aviation pilots. The 15-minute weekday program features weather maps, satellite motion sequences, radar reports, extended forecasts and other information necessary for sound flight planning. In announcing the \$150,000 grant, FAA noted that weather is a major cause of general aviation accidents and said the kind of information provided by "AM Weather" could help improve the safety record. The program is produced by the Maryland Center for Public Broadcasting in cooperation with the Weather and Satellite Service of the National Oceanic and Atmospheric Administration. Begun in 1978, it is transmitted live to over 240 public TV stations Monday through Friday at 6:45 and 8:45 a.m.

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## Direct Overseas Dialing Announced

The General Services Administration has announced that direct dial calls now can be made to Alaska, Hawaii, Puerto Rico and the U.S. Virgin Islands. Callers no longer need go through the FTS operator. For Alaska calls, dial 8 plus 907, plus the appropriate seven-digit number; for Hawaii, 8 plus 808, plus the seven-digit number; and for Puerto Rico and the U.S. Virgin Islands, 8 plus 809, plus the seven-digit number.

Children of Federal workers are eligible for benefits after the worker dies, even if these children did not live with the worker. In the past, the Government refused to give benefits to illegitimate children who did not live with their civil servant parent. However, as a result of a recent court decision, children denied benefits for this reason now can collect them and are advised to reapply immediately by writing to the Office of Personnel Management, P. O. Box 16, Washington, D.C. 20044. A child can receive as much as \$200 a month up to 18 years of age. Only those with parents who died on or after Feb. 24, 1972 would be eligible for these benefits.

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## New Chains-of-Command Set

Effective Nov. 1, FAA employees in the field who deal with aircraft certification will find themselves in new chains of command. But they won't have to move. Instead, they will stay where they are and report to "Aircraft Certification Directorates" that have been established in each of the four lead regions with certification responsibilities. These are Northwest Mountain, Central, Southwest and New England. For example, the Flight Standards Engineering and Manufacturing District offices in the Western-Pacific and Alaskan Regions will report to the Northwest Mountain Region, which is the lead and certification region for large transport aircraft. Similarly, the Central Region Director will be responsible for engineering and manufacturing activities in the Southern and Great Lakes Regions, as well as his own. The action is being taken to further streamline and improve the certification process and also to improve career opportunities in the certification field.

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## EEO Counselors Needed

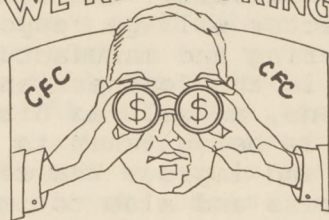
Since Oct. 1, the Office of Civil Rights has been responsible for designating investigators and for preparing reports of investigations for all FAA complaints of discrimination. As a result, more EEO counselors must be recruited. All employees can nominate fellow employees to serve as EEO counselors. Counselors perform an important role in the informal resolution of problems involving allegations of discrimination based on race, color, religion, sex, national origin, age or physical or mental handicap. All persons who are selected will be formally trained. They will be scheduled for the OPM Basic EEO Counseling Course, and within six months of their appointments, they must successfully complete the EEO Counselor Effectiveness Training course conducted by the FAA Management Training School (MTS) at Lawton, Okla. Employees who want to make nominations or who are interested in being considered for an EEO counselor spot should contact Barbara Hinton, ACR-3, by Nov. 18.

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## Planning a Vacation?

"Giveaways" will be available at the FA Club-sponsored travel presentation Nov. 13, from noon to 2 p.m., in conference rooms 5AB. Major airlines will have representatives to help you with your plans and to tell you about bargain fares.

WE'RE LOOKING



FOR YOUR SUPPORT

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## 20 More Retire

The following headquarters employees retired during the months of August and September: AAT - Elsie Conway, Robert Mauntel and Charles Horne; ATF - Alfred Roberts and Eugene Thies; ARD - Edgar Bolden, William Fraser, John Talley, Forrest Yetter, Gerald Carp, Nathan Aronson, Alvin Futrell, Raymond Hilton and David Floyd; AMS - Manuel Collier; AAM - Elizabeth Tate; AEM - Raymond Forrest and Katherine Lemon; AAF - James Collins; and AIA - Arlinda Gordon.

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## CFC Drive Needs Your Help

Last week marked the half-way point of the Combined Federal Campaign. At that time FAA had reached only 47 percent of its goal through the participation of 23 percent of its people. We urge all who have not contributed to consider the theme of this year's campaign, "Reaching People Who Need You," and to remember that CFC reaches those from all walks of life who are in need of assistance. Some have suggested as a reason for not giving that Government salaries are not keeping pace with inflation. We believe that upon reflection it must be concluded that FAA employees are infinitely more fortunate than those who will be the recipients of this effort. Others are concerned that the campaign will not reach out to their area. The national Capital Area includes the District of Columbia, Northern Virginia (Arlington, Fairfax, Loudoun and Prince William Counties and Alexandria and Falls Church), and Montgomery and Prince George's Counties in Maryland. If you have not already made your gift, please do so as soon as possible. There are many of our neighbors who are counting on us. Remember, this can be done easily by payroll deduction.



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

# Headquarters Intercom

## The News in Brief

Since the program to rebuild the ATC system began, the agency has hired 2,009 controller candidates. Of these, 928 were hired as GS-7s and 582 as GS-9s. Reemployed annuitants accounted for 289 and reinstatements for 210. Those reinstated were former employees who left the agency before the strike for reason other than retirement. Also hired in the last three months were 979 flight data specialists. Of these, 703 are furloughed pilots, 109 ex-military controllers and 167 people with related aviation experience. The ultimate goal for this flight data specialists program is approximately 1,500 employees.

- The Office of Management Systems recently took a close look at the directives that spell out how the agency should be run. Of the approximately 2,000 directives on file at FAA headquarters, AMS found 837 to be in need of revalidation and review. In this process, 48 directives--six percent of the total--were canceled; 789 were assigned new revalidation dates; and the office of primary interest was changed for 416. All of these changes, which cover field as well as headquarters operations, will be reflected in the Oct. 31 Washington Headquarters Directives Checklist.

- Now that inclement winter weather is on the horizon, the Office of Personnel Management has spelled out its "early dismissal" and (See page 2)

## ATC Task Force Begins New Study Phase

The task force to study the "people aspects" of the air traffic control system, which was appointed by Secretary Lewis and the FAA Administrator in August, will soon be getting in touch with the people who operate the system. Within the next few weeks, the task force will mail questionnaires to both technical and administrative employees in Air Traffic and Airway Facilities. The questionnaire will ask generally about employment conditions and job satisfaction. Participation is strictly voluntary, of course, but the task force wants as many responses as possible in order to develop a sound data base to support its recommendations to the Secretary and the Administrator. Some employees will receive the questionnaire at home, while the majority will get it at their place of employment. The questionnaire is being sent not only to field facilities but also to AT and AF employees at Washington headquarters and the regional offices. The three-member task force assures all individuals participating in the survey that they will remain anonymous. In fact, their questionnaires will be destroyed once the pertinent data has been transferred to tape or disk. The task force is looking into ATC job requirements and qualifications, career and job growth opportunities, as well as promotion, retirement and other personnel practices. Its review is expected to be completed by January 1982.

## News Briefs (From page 1)

"delayed arrival/liberal leave" policies. "Early dismissal," OPM notes, will be in effect when weather and street conditions are expected to create serious and hazardous afternoon and evening traffic congestion. "Delayed arrival/liberal leave" will be used to help reduce the flow of morning traffic. Under this policy, supervisors may excuse a reasonable amount of absences when employees are late because of commuting delays. Also, under these "liberal leave" circumstances, employees may take annual leave or leave without pay without receiving advance approval.

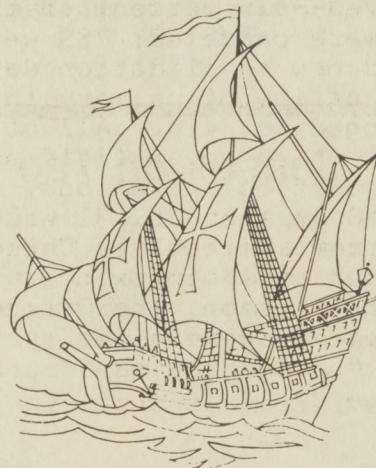
## ASDE-2 Being Improved

Atlanta is the first of 13 airport sites with airport surface detection equipment (ASDE-2) to get an enhancement kit that provides controllers with a clearer picture of runway and taxiway areas and also suppresses radar returns from outside those areas. As a result, it's a lot easier for controllers to keep track of aircraft and other vehicles on the ground during fog, darkness, and moderate rainfall. The display enhancement unit (DEU), which is added to the airport ground-control radar equipment, is scheduled for installation at the remaining 12 sites by the end of FY 82. Those locations are: Boston, JFK, Newark, Dulles, O'Hare, Cleveland, Portland (Ore.), Seattle, San Francisco, Los Angeles, Andrews (AFB) outside of Washington, D.C., and the Technical Center.



## TCAS Contract Let

The agency has contracted with the Bendix Corporation for development work on a Traffic Alert and Collision Avoidance System (TCAS) that would meet the requirements of airline operators. Under the \$4 million award, Bendix will build two engineering models of the equipment which is designated as TCAS II to differentiate it from a simpler and less expensive general aviation version known as TCAS I. The first unit will be delivered next summer while the second, enhanced unit, will follow by 10 months. A TCAS II unit obtains information on other traffic by interrogating radar beacon transponders, which are in wide use in the nation's air fleet and which are required equipment in many airspace areas. The position and altitude data provided by the transponders is analyzed by the TCAS mini-computer to determine whether any aircraft is on a possible collision course and, if so, what evasive action is necessary. Collision-avoidance instructions are presented to pilots on a cockpit display. FAA estimates that a TCAS II production model will have a unit cost in the \$45,000 to \$50,000 range. For that reason, a low-cost TCAS I is being developed for general aviation that will warn pilots of the proximity of other aircraft and, if the other aircraft is TCAS-II equipped, what evasive action it is taking.



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## GAR Plan Cuts Delays

In its first two weeks of operation, the FAA's General Aviation Reservation (GAR) plan reduced the number of private aircraft flying in the air traffic control system to approximately pre-strike levels, and contributed to significant reductions in delays throughout the system. The plan was put into effect Oct. 19 because the number of private aircraft in the system had increased substantially after the controller strike began, resulting in increased delays at major airports. Prior to that date, the number of general aviation and on-demand air taxi aircraft flying in the system had risen to 43 percent of the total. By the end of the first two weeks of the plan, it had dropped to 39 percent--close to the pre-strike level of 38 percent. In the same two weeks the average number of delays of 30 minutes or more dropped to 464 a day, compared to 778 a day prior to implementation of the GAR plan. Moreover, the length of the average delay dropped and appears to be dropping further. Meanwhile, the percentage of airline and military aircraft using the system has remained virtually unchanged. However, scheduled airline flights at the 22 hub airports will be cut from 83-84 percent to 77-78 percent of pre-strike levels effective Dec. 1. Because air traffic delays normally increase about 143 percent from October to January, the agency is exercising special care with NAS until it is back to normal.

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## Aircraft Census on Tap

The 1980 Census of U.S. Civil Aircraft is now available. This volume, published annually, shows the number of registered aircraft by manufacturer and model. It also shows the total number of general aviation aircraft in each

state and county. As a cost savings measure the number of copies distributed was greatly reduced. However, copies are available from local libraries and from Management Systems Divisions, where the book may be borrowed. Copies may also be ordered from DOT, M-443.1.

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## It's For The Birds

If you look up and see a pink gull flying overhead, it may not be because you've been partying too hard. There may, in fact, be a pink gull flying overhead--or a green one or a purple one, for that matter. And they're all participating in a bird-control program conducted by the FAA and the Fish and Wildlife Service. Birds are a big problem for aircraft, especially during takeoff and landing, and the two agencies are cooperating in efforts to reduce that hazard. Each year, there are some 1,400 collisions between birds and planes, causing an estimated \$20 million in damages and often the loss of human lives. In September, for instance, a bird(s) caused the fatal crash of a T-38 in Cleveland and the commander of the U.S. Air Force Thunderbird Demonstration Team was killed. Since gulls are involved in over 40 percent of all bird strikes, a special bird-banding program is scheduled during the coming winter months for JFK Airport. Not only will the gulls be banded, they will be dyed weird colors as well, to help the FAA/F&WLS research team track the gulls and find out more about their feeding and roosting habits as they relate to aircraft traffic patterns and airport operations. Other program efforts include research to control cattle egrets on Hawaiian airports and finding methods to reduce the number of earthworms that surface during wet weather around airports thereby attracting birds to runway areas.

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## CFC Campaign Extended

The CFC campaign has been extended for one week to accommodate collection of contributions. Collections have been slow because Eastern Region facilities in the area are widely dispersed. The extension will facilitate the coordination of these collections and provide time necessary for employees to consider further the need to help their fellow man. The CFC drive will now end on Nov. 17. As of the last report, the drive had reached 75 percent of the FAA's money goal. But only 39 percent of the employees in the Washington Metropolitan area had contributed.

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## Space Shuttle Art Show On View in Museum

As the space shuttle Columbia proves its worth once more as a reusable space vehicle, an exhibition featuring drawings and paintings of various aspects of the space shuttle program is on display at the Air and Space Museum. Among the American artists and illustrators represented in the exhibition are Arthur Shilstone, Robert McCall, Charles Schmidt, Maria Epes and James Dean. The artists' impressions of this new era of manned space flight are varied. Some chose to emphasize the technological complexity of the spacecraft, while others highlighted humans working in this science fiction world. The result is a many faceted documentation of the space shuttle program. The exhibition will remain on view until Jan. 4, 1982.

## Competition Studied

All employees are welcome to hear how women and men cope with competition at the Dec. 8 meeting of the Southwest Chapter of Federally Employed Women (FEW) at noon in room 6200, Nasiff Building. FEW Regional Representative Vi Showers will discuss such topics as: Do women compete differently than men? Does competition in the workplace entice men and scare women? Come and see where you stand in the competition derby.

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## 30,000th Haircut Given

Nick the barber, who holds court daily on the second floor of FOB-10A (accessible from the third floor via the stairway in the northeast corner), gave his 30,000th haircut last week. He says that after seven years, business is good but could be better. He continues to have more customers from neighboring buildings than from FOB-10A itself. His clientele is also built up by retirees who still journey back for their haircuts.

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## Awards and Rewards

The Logistics Service has presented a Special Achievement Award to Harlan N. Olson and a Quality Within Grade Increase to John A. Carpenter. The Office of Budget has presented a Special Achievement award to Patricia A. Bufkin.



U.S. Department  
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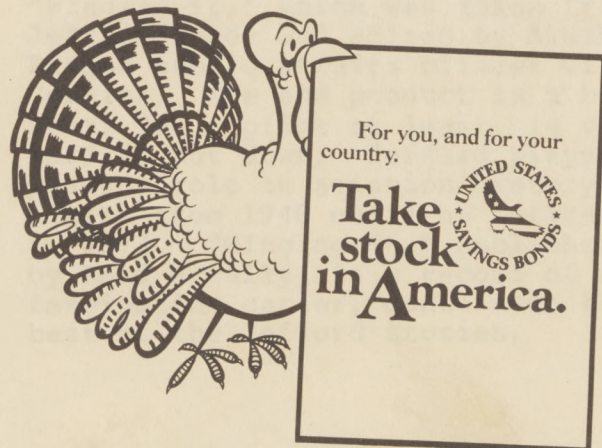
## The News in Brief

Through the first 10 months of 1981, the accident figures still look good when compared with the same period in 1980. The combined number of fatalities in airline, commuter and air taxi service was down from 122 last year to 91 this year. And general aviation registered a similar decline, with fatalities dropping from 1,095 to 1,045, although the number of fatal accidents increased from 551 to 571.

The average salary for commuter airline captains is \$23,600, according to a recent survey by Aviation Convention News. And the publication noted that first officers for the larger commuters "took home \$13,600, some \$2,000 less than a student air traffic controller gets while still in training." Not surprisingly, the publication found that flight crew salaries increased with aircraft size, and the top money--\$36,324--went to the captains of the deHaviland Dash 7. • Just how much an FAA type certificate means to foreign aircraft manufacturers was illustrated rather dramatically recently when Mitsubishi Aircraft took a full page advertisement in the Wall Street Journal to announce the certification of its new Diamond I business jet. The Japanese firm described the event as "Our Moment of Brilliance." Mitsubishi received the FAA type certificate on Nov. 6 from Southeast Region Director Clarence "Tex" Melugin. (See page 2)

## Agency Adopts 'Regulation by Objective'

The agency has announced that it is planning to adopt a new regulatory concept known as Regulation by Objective. Under the new concept, which represents a major change in the agency's regulatory philosophy, the agency would outline the objectives of its regulations and let those affected by the regulations decide how best to meet those objectives. Thus, instead of saying how things should be done, as the regulations do now, they would say what should be done, while the agency continues to monitor to make sure that it is done. The first regulation to be issued under the new concept will combine Parts 121, 127, 129 and 135 of the FARs--those dealing with the certification and operations of airlines and commuters--into one single regulation. A Notice of Proposed Rule Making is expected to be issued in the first half of next year as the first step in the process.



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## News Briefs (From page 1)

● Richard E. Livingston, Jr., from the Office of Aviation Safety in Washington headquarters, has been appointed chairman of the FAA Helicopter Operations Task Force. His new responsibilities include improving certification procedures for helicopters, enhancement of navigational capabilities and definition of critical requirements for helicopter research, development and engineering. He also will serve as the U.S. member of the International Civil Aviation Organization study group on helicopter operations.

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## Open Season Or no Open Season

The question of whether there will be a Federal Employee Health Benefit (FEHB) open season this year is still unresolved. The Office of Personnel Management's decision to postpone the open season indefinitely was challenged in the courts, and a Federal judge in Washington, D.C., subsequently ordered a two-week open season beginning Dec. 7. However, OPM is seeking a stay of the order and will appeal it to the U.S. Court of Appeals. The postponement originally was called because there have been substantial changes in several FEHB plans, and brochures explaining these changes are not yet available. In some instances, publication of the brochures must be held up until lawsuits concerning the changes are resolved.

## Administrator Presents Top Facility Awards

The FAA Administrator presented Facility-of-the-Year awards to the Seattle Air Route Traffic Control Center and the Spokane General Aviation District Office on Nov. 17. At the Seattle Center, the award was presented to a select committee representing all controllers, whereas the Spokane award was given to GADO Chief Robert Hill who acted for all of his employees. The Administrator commended the employees in both facilities for their award-winning performances in 1980 and also for the outstanding work they have continued to do in 1981. During receptions following the ceremonies, he especially complimented the families who have supported employees during the difficult last year.

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## Budget Progresses

FAA's fiscal year 1982 budget has passed a major hurdle and has been reported out by the House/Senate conference committee. The \$3.1 billion budget, down \$186 million from last year, must now be passed by both houses and signed into law by the President. As the budget stands, much of the decrease is in the operations appropriation portion and reflects the staffing reductions resulting from the controllers' strike. The \$2.2 billion operations figure is \$120 million below the FY 1981 level. However, money is included to raise the pay of controllers, technicians and others as proposed by the administration in a legislative package recently sent to Capitol Hill.

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## Records Made Easy

Pilots attempting to establish new records on Dec. 17, the 78th anniversary of powered flight, will receive special treatment from the National Aeronautic Association, which is the keeper of records and the U.S. representative of the Federation Aeronautique Internationale. In addition to beefing up the Contest and Record Board staff to expedite administrative procedures, NAA will reduce the fee schedule for attempts flown on the anniversary day. Records, which might be established, include time-to-climb records, speed-over measured distances for various weight category aircraft and so on. Pilots interested in establishing records may call 202/347-2808 for a Record Attempt Kit.

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## Jobs Open in Montreal

The International Civil Aviation Organization is looking for a few good men and/or women for two-year job assignments in the Montreal area. One job is Chief of the Registry and Distribution Section with a gross salary of \$30,518 and a tax-free net of \$21,000 to \$23,104. There are also openings for a personnel officer, a language officer-translator (French), and a language officer-translator (Russian). The salary for these positions is \$24,233 with a tax-free net of \$18,027 to \$19,195. Applications for the first job are due in API-19 by Dec. 21 and for the others by Jan. 9, 1982. Additional information about salaries, duties, qualifications, applications and benefits is available at personnel offices.

## Lost Pilot Strays Into Mexican Airspace

When the staff at the Douglas, Ariz., Flight Service Station realized that a flight was overdue in their area, they took things in hand and sent a plane up to help with the search. The errant aircraft was about a half an hour overdue when facility chief Mike Liversidge took off. Although the search plane soon made radio contact, the disoriented student pilot, who had strayed into Mexican airspace, had to be coaxed back north of the border where he could be located by Albuquerque Center radar. With additional assistance from the Tucson FSS and Tucson approach control, he finally was led to a safe landing at Tucson International. Coordinating the assist and handling the inflight position at the Douglas FSS throughout was specialist Donald W. Bodeman. During the month of October, 79 flight assists were reported—40 by flight service stations, 29 by towers and 10 by centers. There were a total of 138 people reported on board the aircraft involved.

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## The Jefford Story Told in Detail

The Alaskan Region's former chief pilot, Jack Jefford, had a knack for telling stories. This and his sense of humor are both reflected in the recently published book, "Winging It," which was taken from Jefford tapes and edited by Alaskan Region public affairs officer Cliff Cernick. The end product is a book that, for a pilot at least, is very hard to put down. Jefford played a leading role in aviation history in Alaska from 1940 until he retired in 1972. "Winging It," published by Rand McNally, is a record of a fascinating career, containing the best of the Jefford stories.

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## EEO Panel Picked

The Office of Civil Rights has appointed a panel of eight persons to review nominations and recommend recipients for the annual Administrators' Award for Excellence in Equal Employment Opportunity. The awards are scheduled to be presented in the FAA auditorium on Jan. 29. Garland Castleberry, who recently returned to headquarters from Alaska where he was deputy regional director, will chair the panel. Other members are: Richard Thoma, ARD-10; Mary McLaughlin, APT-30; Irene Miels, AGC-100; Gerald Lavey, APA-300; Jo Officer, APT-210; Jorge Lugo, AAF-430 and John Brown, AAA-430. Coordinating the award program activities is Dorothy Treadwell of the Office of Civil Rights.

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## Film About Hope Coming

"No Other Source," a film about a weekend coach of boys' soccer, who discovers that there is hope even in the face of leukemia, is scheduled to be shown in the FAA auditorium on Dec. 3 at 11:30 a.m., noon, 12:30 p.m. and 1 p.m. The coach, Scott Alexander, discovers his sustaining hope in a very personal way and in the process discovers something about himself and perhaps about all of us. The film is sponsored by the American Red Cross and is presented with the cooperation of FAA's Office of Aviation Medicine.

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## Trips Planned

Trips being sponsored by the FAA Club in December include a one-day excursion to the Army/Navy Game in Philadelphia and a two-day Christmas Pageant and shopping spree in New York. The football game-trip

on Dec. 5 costs \$33.75 per person. This includes round-trip bus fare and tickets to the game. The New York sojourn, Dec. 11-13, will cost \$129.50 per person. Included are bus transportation and accommodations in the Sheraton City Squire Motel. For more info, see travel racks on the second and fifth floors.

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## Education Programs Open

Applications from headquarters employees applying for the Air Transportation System Specialist and Education for Public Management programs are due in the Labor Relations and Career Development Branch, Office of Personnel and Training, by Dec. 18. Employees interested in these programs for the 1982-83 academic year should first consult Notice 3155.9, dated Oct. 15, 1981. For additional information, contact Joe Proctor, room 515A, x63320.

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## Free Films Scheduled

Two free aviation films are scheduled to be shown in the Air and Space Museum's Langley Theater during December. Shows begin at 7:30 p.m. and seating is on a first-come, first-served basis. The films are:

- Dec. 3 - Eagle and the Hawk  
Against the background of World War I, a flyer, disgusted with war, becomes totally demoralized. With Frederic March, Cary Grant and Carole Lombard; and
- Dec. 17 - Tora, Tora, Tora  
Events from American and Japanese viewpoints leading up to and including the Japanese aerial attack on the U.S. Naval Base at Pearl Harbor. With Martin Balsam, Joseph Cotton, E. G. Marshall, Jason Robards and James Whitmore



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## The News in Brief

For those who might have been vacationing in Bolivia and missed the great budget confrontation that partially shut down the Federal Government on November 23, here's a quick rundown on the current situation. The Congress has passed and the President has signed a continuing resolution that extends financing of government activities at present levels through December 15. This will give the Congress time to work out a substitute budget package that it is hoped will be acceptable to the President. DOT/FAA, meanwhile, is in better shape budgetwise than most agencies, since a House/Senate conference committee has reached agreement on its Fiscal Year 1982 appropriation. All that is needed now is a favorable floor vote in both houses and a Presidential signature. That could happen before December 15. • FAA has closed the southeast Alaska "radar gap" with the commissioning of a new secondary surveillance radar at Biorka Island, near the town of Sitka. The new radar began operating November 16, providing controllers at the Anchorage enroute center with a reading on all transponder-equipped aircraft operating along the Alaska panhandle. The final "gap" in radar coverage on the busy Anchorage-Seattle air route will be closed next year when the Canadians commission a new long-range radar at Sandspit in the province of British Columbia. (Continued on page 2)

## Hearing Set on Pay Bill

The FAA Administrator is scheduled to testify on Wednesday, December 2, in support of the Air Traffic Control Revitalization Act of 1981 which would increase the pay of FAA employees involved in the operation and maintenance of the air traffic control system. The hearing before the House Post Office and Civil Service Committee is the first step in the legislative process that could lead to passage of the pay package. Under the Reagan Administration's proposal, controllers would get an average 6.6 percent pay hike with much of it retroactive to the August 3 strike date. The bill also would give five percent raises to flight service station specialists, Airway Facilities technicians in field sectors, flight inspection pilots and test pilots. Additionally, it would raise the premium pay cap for these employees.

## The Season to be ...Careful

Once again, we are moving into the holiday season, when people are disposed to gift giving as an expression of appreciation or friendship or more questionable motives. Consequently, employees and supervisors, especially those who work in regulatory or contracting or inspection activities, should be aware of the complications (Continued on page 2)

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## Season (From page 1)

which can result from accepting holiday gifts or favors from persons who deal with DOT. The Office of the Chief Counsel reminds everyone that accepting even a seemingly innocent holiday gift can result in a real or apparent conflict of interest. Remember, what might be acceptable in the private sector could be a violation in the FAA. For full details on the acceptance of gifts and favors, employees should check DOT Regulations, Part 99, Employee Responsibilities and Conduct, or contact their servicing personnel management division.

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## News Briefs (From page 1)

● The National Aeronautics and Space Administration (NASA) has called for design proposals by Jan. 4 for a high altitude, solar powered, remotely piloted aircraft. The air/space vehicle would be propeller driven and would be capable of operating in the troposphere and stratosphere for months at a time. On a typical mission it would cruise above 80,000 feet and conduct remote sensing and communication relay missions. ● All 30 computer-based instruction (CBI) terminals for the Airway Facilities interim program are currently in place at selected Airway Facilities Sector offices throughout the country. Although many are in full operation, some are still being hooked up to telephone lines. Three CBI courses are now available to technicians in all mainland regions. They are: Electric Principles, Electronic Technician Qualification Course (initial portion) and ATC-BI, beacon interrogator systems. Additional courses are being prepared and will be available shortly.

## N.Y./Washington Switch

Beginning Dec. 6, pilots flying high over Delaware, most of New Jersey, half of Pennsylvania and part of Maryland will be talking to a new set of controllers. On that day, four high-altitude sectors (18,000 feet and above), will be transferred from the N.Y. ARTCC to the Washington ARTCC. The temporary move is being made to provide relief for the N.Y. Center staff, which was hit harder by the Aug. 3 walkout than its Washington counterpart. To prepare for the Dec. 6 cutover, some 20 controllers and team supervisors from Washington have spent three weeks each in New York getting certified on the four sectors, named Coyle, Sea Isle, East Texas and Harrisburg. Radar and communications capabilities will be remoted from N.Y. via telephone lines. The letters of agreement between the N.Y. and Washington Centers (Cleveland was included, too, because its airspace abuts New York's) state that the sector will be returned to New York control when the staff there is prepared to handle them. Similar airspace switches are being considered for other enroute centers.

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## U.S./Canada Work Together

The United States and Canada last week signed an agreement to work together and share research and development information in aviation safety and air transportation systems. FAA must now designate a program coordinator to oversee work done by the two countries. The agreement is aimed primarily at the promotion of a free exchange of information and experience in various areas of mutual interest. Subject areas covered by the agreement include safety analysis, the automation of air traffic services, weather programs, human factors, airport facilities, security, research and development planning methodology.

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## Wanna Tie One On?

FAA is exploring employee interest in purchasing neckties featuring an FAA motif in the design. Cost would run between \$6-\$8. Employees interested in owning such a tie should drop a note to Intercom, APA-300. If there is sufficient interest, arrangements will be made with a manufacturer.

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## All to be Paid

All employees who were furloughed on Monday, November 23, when the Federal Government was partially shut down for budgetary reasons will be paid for the time they were off the job. The Office of Personnel Management has directed that all furloughs will be treated as administrative leave, noting that the cost of processing furlough notices would exceed the resulting payroll savings. This means no one will lose money because of the furloughs. They will be paid along with those who remained on the job. Employees who were on previously approved leave and missed all the excitement will be charged leave for the 23rd just as if nothing had happened.

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## Ozone Rule Changes Proposed

FAA has published a notice of proposed rulemaking that would exempt cargo jets and some narrow-body, four-engine jets from complying with the regulations that limit cabin ozone levels on high-altitude flights. Under the proposal, cargo-only jets would be exempted because there are no passengers to worry about and the flight crew is considered capable of recognizing and dealing with the problems associated with exposure to high ozone levels, such as

shortness of breath and eye, nose and throat discomfort. Also exempted would be narrow-body four-engine jets scheduled to be re-engined or retired by December 1984 when new noise limits take effect. However, the exemption for jets getting new engines would only remain in effect until the job is completed. FAA adopted the ozone rule in January 1980 but let the airlines choose their method of compliance. For example, they could use filters or other devices to prevent ozone build-up or fly routes that avoid areas of high ozone concentrations.

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## Management Systems Wages War on Printing Costs

To continue its support of government-wide cost-reduction programs, FAA's Office of Management Systems is embarking on a campaign to cut the high cost of printing and distribution of printed materials. To date, 18 publications have been suspended. This represents a savings of almost \$150,000 and a reduction in warehouse stocking of 52 percent. To continue the campaign, the director of the Office of Management Systems has been designated the control point for monitoring FAA publications. That office has announced that before a publication will be considered, the following questions must be answered in the affirmative:

- Is this necessary?
- Is this the best way to communicate the information?
- Is this material unduplicated?
- Is it prepared in the most economical format?
- Does everybody need a copy?
- Is it scheduled to avoid premium printing costs?

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## Airport Policy Adopted

After more than a decade of discussion and debate, a new operating policy for the two FAA-run Washington, D.C., airports becomes a reality on December 6. The policy sets a ceiling on passenger growth at Washington National Airport, reduces scheduled airline operations there from 40 to 37 per hour, establishes the non-stop flight limit at 1,000 miles and bars scheduled jet aircraft departures after 10 p.m. In addition, new nighttime noise limitations will go into effect at National on March 1 that will have the effect of restricting operations after 10 p.m. to propeller-driven aircraft and smaller private jets. Transportation Secretary Drew Lewis said the new policy would strengthen air safety, reduce noise in the areas impacted by National Airport and its traffic patterns, and achieve a more equitable balance of service between National and Dulles Airports.

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## 'Pete' Peterson to Speak

The third guest speaker in FAA Speechmasters' "Better Communications in FAA" series will be Willard L. "Pete" Pederson, Chief, Accident Prevention Staff, AFO-806. Pederson will give pointers to members and guests on "Judging Your Audience." The public is invited. Time: noon until 1 p.m., conference rooms 5A and 5B, Tuesday, Dec. 1. It's your opportunity to see if the club's Communication and Leadership Program can benefit you in '82.

## Gold for Sale

A real, 14 carat, gold jewelry sale will be sponsored by the FA Club in the Lobby of FOB-10A on Dec. 8 and 9 from 10 a.m. to 3 p.m. A club official says, "Come on down and pick up Christmas gifts at reduced prices. There's real gold in those Independence Avenue hills."

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## Cafeteria on Way up

Things are looking up in the FOB-10A second floor cafeteria. Patrons are now invited to tell management what they like and what they don't like about the service. Printed comment sheets that can be mailed free are available from racks below the menus. To date about 150 comments have been received by Guest Service, Inc., and complaints, such as cleanliness, are being acted upon. Incidentally, Guest Service is the new name for what used to be Government Service, Inc. For the record, there have been no complaints about the great half price beverage price cut which became effective a couple of months ago and will continue to the end of the year. Also until after New Years, beverages for parties around the building will be available at the reduced prices, and sandwich and cookie platters are also available.





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# Headquarters Intercom

## The News in Brief

The Supreme Court has turned down a PATCO challenge to the right of Federal courts to block strikes and other job actions by Federal employees. In denying the union's request for a hearing, the Justices let stand a lower court decision that the Federal Labor Relations Authority's jurisdiction over labor disputes does not preclude the Federal courts from intervening in these matters. The case stemmed from the August 1980 "slowdown" at Chicago's O'Hare Airport when an FAA request for an injunction was denied by a Federal judge who agreed with PATCO that FLRA had exclusive jurisdiction in this area. That ruling subsequently was reversed on appeal by the 7th U.S. Circuit Court of Appeals in Chicago. • In another action, the Supreme Court refused to review the malpractice case of a former Atlanta psychiatrist who certified more than 150 air traffic controllers as totally disabled due to job-related psychological problems in the mid-1970s. The high court action clears the way for a Federal District Court trial of a law suit brought against the psychiatrist, Dr. Merton Berger, by the insurance company that had underwritten disability policies on many of the disqualified controllers. Dr. Berger contended that he could not be sued for malpractice because he was serving as an FAA consultant and (See page 2)

## Quick Passage of Pay Bill Urged by DOT/FAA

Both Deputy Transportation Secretary Darrell Trent and the FAA Administrator were on Capitol Hill last week to urge "expeditious approval" of the Air Traffic Control Revitalization Act of 1981, which would increase premium pay for controllers and other operational personnel. Testifying before the House and Senate Committees, Trent said: "The employees covered by this legislation have assisted us in providing a level of aviation safety unequalled anywhere else in the world. Let us recognize them for the valuable services they have already given us and the responsibilities they will shoulder in the future by enacting this legislation." In his prepared statement, the Administrator noted that there is a new level of "teamwork and dedication" in the ATC system. "These people are proud, and deservedly so, of the contributions they have made to their country," he added. "I can assure you it has not been without personal sacrifice on the part of many people." He concluded by urging the committee to grant "early and favorable consideration" of the proposed legislation.

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## News Briefs (From page 1)

the controllers were not his patients. A Federal District judge agreed with him, but this decision was reversed by the 5th U.S. Circuit Court of Appeals in Atlanta, which held that Dr. Berger was "under a duty to exercise reasonable care in performing medical services..."

● The Halon Fire Protection System, which is being installed at all ARTCCs, including Anchorage, Honolulu and San Juan, has now been tested at 13 en route centers throughout the country. Currently, the fire protection system is being installed or checked out in five centers. Installation is scheduled to begin at Oakland this month and at Los Angeles next month. ● FAA Regional Office employees can no longer be reached on the AUTOVON military telephone network. Due to its expense, this service has been drastically reduced throughout the agency as part of a nationwide cutback in leased communications services. In all, 65 AUTOVON lines used by the agency have been reduced by approximately 50 percent.

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## Open Season on

The Federal Employee Health Benefit (FEHB) open season is now scheduled to begin Dec. 7, following a Federal district court order. The decision by the Office of Personnel Management (OPM) to postpone the open season indefinitely was challenged in court, and a Federal judge ruled in favor of the challengers. However, the judge's order is still under appeal. During the open season, employees will be able to make changes in their health insurance coverage. Brochures or information packets describing alterations in insurance plans are expected to be available for distribution soon in each region. OPM's reason for postponing the

open season was because brochures explaining recent changes to several FEHB plans simply weren't available. In some cases, publication of the brochures was being held up pending the outcome of lawsuits contesting the changes.

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## Position Unchanged On Rehiring Strikers

The government is not going to return the fired controllers to their jobs. That's been the position of the President, the Secretary and the Administrator since the 48-hour moratorium expired on August 5. There has been no change in that fundamental position. The latest round of rumors was triggered by meetings between President Reagan and top labor leaders on Dec. 1 and 2. The President told the labor chiefs that he would explore the possibility of waiving the present statutory ban on rehiring the fired controllers to make them eligible for other Federal positions. But White House spokesmen emphasized that the President would not give the strikers their old jobs back. This point also was made by Deputy Transportation Secretary Trent and the Administrator in Congressional testimony on Dec. 2. Trent said the President understands the commitment we have to those who stayed on the job. The Administrator noted that the present safety level could not be maintained if the strikers were returned and said that he had communicated that view to the President.

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## OSEM's Koenke Named Tech Center Director

Edmund J. Koenke, deputy director of the Office of Systems Engineering Management in Washington, has been named the eighth director of the FAA Technical Center in Atlantic City. An aeronautical engineer and career government executive, Koenke joined the agency in 1973 as an electronics engineer in Washington. Before coming to the FAA, he served as a top manager with the National Aeronautics and Space Administration (NASA), and as an aerospace engineer with Sperry Univac. A Ph.D graduate from Massachusetts Institute of Technology, Koenke has earned a number of awards during his career, including NASA's Apollo Achievement Award, an MIT creative engineering prize and the Secretary of Transportation's Award for Meritorious Achievement.

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## New CBI Courses on Way

Now that computer-based instruction (CBI) equipment and three initial courses are available at Airway Facilities sectors, additional courses are rapidly being developed. In the next few months, the backup emergency communications course--the theory portions of the ARTS II and communications course--will come on the line. Additionally, the common principles and the common visual landing aid courses will become available in the summer of 1982. Students will be able to take these courses at their facilities or, depending on cost considerations, will take them at the Academy. Technicians not enrolled in formal courses may use the CBI equipment for refresher and update training when scheduling allows.

## Contract Awarded Field Office Update

To help aviation safety and civil security inspectors spend less time at their desks doing paper work and more time on the job in the field, the agency has awarded a contract for dictating and recording equipment to the Sony Corp. The equipment ordered will enable district offices to complete the first facets of the Field Office Modernization program, which is part of the Aviation Safety Analysis System. All in all, approximately 1,600 portable recorders with 1,919 remote microphones, 143 central recorders and 448 transcribers are on order. The dictation equipment will enable inspectors to dictate reports while still on location and send them to their home offices automatically on any telephone. First deliveries of the dictation equipment will begin Jan. 3 and will be made to five Southern Region offices.

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## PACE Phasing Out

A Federal judge has given final approval for a job discrimination complaint settlement that calls for the phased replacement of the Professional and Administrative Career Examination (PACE), which has been the Federal Government's basic job test since 1974. The Office of Personnel Management now will gradually develop alternative examination procedures. The PACE will still be administered by OPM during this period, but each time it is given, a number of occupations will be removed from its coverage. Currently the PACE determines entry-level hiring for 118 Federal professions.

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## Employees Honored For Cost-Reduction Ideas

Over 200 cost-reduction ideas submitted by headquarters employees during the Resource Awareness Program held in May have now been evaluated. Individuals who received certificates for ideas that were adopted or accepted for further study were: Charles A. Fuchs, Robert Collins, Peter Marrison, Fred Osgood, Anne Baggs, Patricia Carlton, Vivian Grissinger, Harvey Kaplan, Patricia Beardsley, Joseph Lynch, Ralph Talbert, Gary Mutzabaugh, Jim Westerkamp, Andrew P. Sund, Joseph Proctor, Kathleen G. O'Hare, Virginia Hoover, Leonard Ryan, Fred Rapp, Marisue Prince, Edward McKenna, James Norton, William Fiacco, and Robert Toenniessen. The Administrator thanks all employees who participated in the program and encourages everyone to continue identifying areas in the agency where costs can be reduced by using the Suggestion Program.

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## FAA/PATCO Story Slated

FAA Speechmasters will feature Edward C. Curran, Director, Office of Labor Relations, as guest speaker on Tuesday, December 15th. Open to the public, the meeting will be in Conference Rooms 5A&B. The club's regular program runs during lunch hour, 12 until 1 p.m. Curran's topic: "The FAA/PATCO Story." The series is part of Speechmasters 1982 membership drive.

## Christmas Music in Museum

During the week of Dec. 14-18, there will be music in the Air and Space Museum at lunchtime. Washington, D.C. musicians will perform a variety of works, ranging from classical and baroque to Christmas carol favorites, in the museum's Milestones of Flight gallery from 12:30 to 1:30 p.m. That's just inside the main entrance on Independence Avenue.

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## Headquarters Over Top As CFC Winds Down

The final report for the 1982 Combined Federal Campaign showed total contributions of \$133,070.51 by FAA employees in the Washington Metropolitan Area. This represented 87.6 percent of the overall money goal. The Washington headquarters staff is deserving of special recognition having exceeded its goal with a 111.2 percent contribution. The Campaign Coordinators and Keyworkers have expressed their deep appreciation for the generous cooperation received. They said that the success of the campaign should be a source of personal satisfaction to all.



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

# Headquarters Intercom

## The News in Brief

With one month to go in 1981, all elements of commercial aviation were showing better safety records than for the same 11-month period in 1980. Scheduled jet airline operators had no passenger or crew fatalities due to crashes, commuters reduced fatalities from 25 to 22 and air taxi operators from 84 to 73. General aviation also showed a drop in fatalities from the 1980 level. They were down from 1,203 to 1,165. • The 63 controllers and other operational employees at Philadelphia International Airport made history on Dec. 4 when they moved from the old cramped tower to the new 10-story, Welton Becket tower across the field. The move went smoothly with no interruption in traffic. Deputy chief Thomas Hamill said the "entire work force" is very pleased with the new roomy quarters. He noted that the new structure gives controllers an unobstructed view of the entire airport in contrast to the old facility. "All in all," he added, "it's fantastic." • The Lockheed Corp. has decided to phase out production of the L-1011 wide-body passenger jet, although airlines may still order new L-1011s for six months or so. The last new plane now on order will be delivered in 1984. However, even after that date, Lockheed will continue to support existing L-1011 fleets with spare parts and other services. The first L-1011s began service with airlines in 1972.

## Safety Board Reports ATC System Safe

Following an eight-week investigation of the nation's air traffic control system, a team of National Transportation Safety Board special investigators concluded that the system was operated safely in the two months following the Aug. 3 controllers' strike. Furthermore, the Board said, FAA is capable of operating a reduced ATC system safely during the reconstruction of the system, provided certain important actions are taken, such as continued use of flow control. After formally interviewing over 200 working controllers and supervisors and visiting 45 air traffic facilities, the investigators found that there was no basis for the allegations that the government is using unqualified or medically unfit controllers. The Board also reported that "no basic ATC procedures were changed or compromised in order to keep the ATC system in operation." In addition, the team of 16 investigators noted that FAA's pre-strike planning was instrumental in enabling the system to operate safely at 75 to 80 percent of the pre-strike level with a reduced work force. Also reported were statistics indicating that FAA operational errors decreased from 1.83 per day in August and September 1980 to 0.77 per day for the same period in 1981. And, the investigative team said, there was no indication that (See page 2)

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## ATC System (From page 1)

working controllers had failed to report operational errors or deviations, although the number of reports they filed was significantly below historic levels for the August-September period. The investigators also surveyed various aviation organizations, companies and user groups and found they "were almost unanimous in agreeing that the system, putting aside delays and the reduction of flights, was working well, if not better, than before the strike." Moreover, the report continued, "most respondents stated that the system was safer now than during the pre-strike period."

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## Why the Reagan Decision

Most FAAers no doubt saw the news reports concerning the President's decision to permit the fired air traffic controllers to apply for other government jobs outside of FAA. But Intercom thought you might be interested in Secretary Lewis' explanation of the rationale behind the decision, so here it is: "The President has taken action because he believes the controllers should have a fair and equal opportunity to compete for any Federal job where they can meet the suitability standards and have the qualifications. He has excluded their eligibility for positions within the FAA for two reasons. First, those who went on strike showed a disregard for the FAA mission--to assure the safety of the airways--and their responsibility to the public in carrying out that mission. Second, our primary obligation is to have a safe and efficient system, and we can't do that when there is tension and friction between those who went on strike and those who stayed on the job. As I have said many times,

the issue at stake in PATCO's dispute with the government was a fundamental principle of law, not labor management relations... That point has now been well established. Now is the time for compassion to those who choose to pursue careers with the Federal Government. But we also owe to those who stayed on the job, despite severe pressures and considerable harassment, an obligation to respect their interests and concerns... They do not want their former co-workers to return. The system is operating safely and efficiently. Relationships between controllers and pilots have never been better. There are fewer operational errors than before the strike. The morale at this point is high, and we believe that allowing the controllers who chose to strike to return to the FAA would be damaging to the safety and efficiency of our air traffic control system. We believe, however, that those dismissed from their positions as controllers should be free to seek other Federal employment if they wish. The action by the President today gives them that option."

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## Barlow Takes Seattle Post

Wayne J. Barlow, a career Federal employee, has been named deputy director of the Northwest Mountain Region (ANM). Barlow served as director of the Great Lakes Region since July 1979 before accepting the appointment as deputy of the recently enlarged ANM. He joined the agency in 1959 as an electronics technician in the Western Region. Before serving as director of the Great Lakes Region, he was deputy director and before that was chief of the region's Airports Division.

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## Last Flight Inspection DC-3 Retired in Alaska

The last of the agency's flight inspection DC-3s has been phased out of service. The twin-engine workhorse, N=35, was in operation in Alaska for 27 years before being replaced by a jet-powered G-159 Gulfstream last month. Although N-35 will no longer be used for flight inspection work, it is not being relegated to the scrap heap. It has been flown to Oklahoma City where it will be used by the FAA Academy, with two other old warhorse DC-3s, to train flight inspection technicians. DC-3s first joined the agency's flight inspection fleet in 1941, and by 1961, there were 65 of the reliable "gooney birds" inspecting the nation's airways. They eventually were replaced by a much smaller number of newer, more efficient aircraft, such as the Sabreliner jet.

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## Flight Data Specialists Coming on Line

As of Dec. 3, the agency had hired 1,286 flight data specialists to help ease the workload of non-striking air traffic controllers. The flight data specialists, 800 of whom so far are furloughed airline pilots, handle flight data strips and perform other support jobs to free qualified controllers for the job of handling air traffic. In addition to the furloughed pilots, 159 of the flight data specialists are former military controllers and 327 in one way or another have had two years of experience with the air traffic control system. The hiring began on Oct. 25, and the agency hopes to hire a total of 1,500 of the specialists by the end of the year.

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## New ATC Register Mounting

The Special Examining Unit Staff at the FAA Aeronautical Center has processed more than half of the estimated 50,000 tests given to controller candidates during the open register period this fall. The staff expects to process them all by late December. Of the first 27,000 tests graded, close to 14,000, or about 50 percent, of the candidates had passing scores. The names of those with passing scores will now be put on a register from which future controllers will be hired. The test currently being scored is the new one developed by FAA and the Office of Personnel Management (OPM) to improve the selection process and, thus, reduce the number of in-training failures. Since some candidates on the new register already have been referred to the regions, a number of potential controllers who have passed the new test will be in Academy classes by January.

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## Caution Advised

The Office of Civil Aviation Security warns all employees that the number of daytime thefts always increases with the approach of the holiday season. At this time of year particularly, caution is advised. At least:

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

## Open Season Off Again

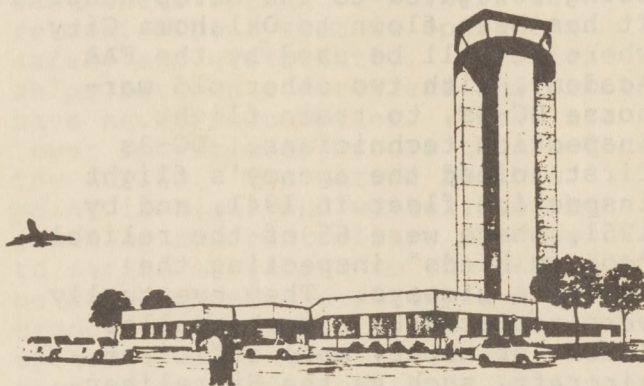
The Federal Employee Health Benefit (FEHB) open season has once again been postponed indefinitely. Although a Federal judge ordered it to begin on Dec. 7, the U.S. Court of Appeals stayed the order at the last moment. The Office of Personnel Management (OPM) argued that the postponement was necessary "to keep premiums from climbing out of reach for government employees." Donald J. Devine, OPM director, noted that persons enrolled in health benefit plans should be assured that their insurance coverage will continue into 1982 uninterrupted. He added, "They should also know that benefit reductions were made in an equivalent fashion, so that little, if any, relative advantage would be gained by shifting to another plan in a future open season."

## Sales, Sales, Sales In FOB-10A Lobby

Because of the good response to the FA Club's recent "gold sale," the club has scheduled another sale in the lobby of FOB-10A on Dec. 18 from 10 a.m. to 3 p.m. The club is also sponsoring another art sale in the FOB-10A lobby on Dec. 21-23. Club officials say these will be the last sales sponsored by the club before Christmas. The annual plant sale by Melwood Farm will be held Dec. 15 in the FOB-10A lobby from 10 a.m. to 2 p.m. Registration for the drawing of an eight-inch basket "of your choice" will also be open at that time. Melwood Farm is a non-profit training center for mentally handicapped adults.

## Safety Courses Offered

For employees seeking professional competence and advancement in the safety profession, the University of Southern California offers three safety courses in the Washington, D.C., area: Dynamics of Safety in the Modern Society, Structural Safety and Failure Analysis, and Experimental Design and Safety Research.



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

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

# Headquarters Intercom

## The News in Brief

The agency's general aviation reservation (GAR) plan has been revised to give air taxis somewhat more flexibility. Flight service stations now are allowed to issue one additional slot for access to the air traffic system each hour after all other slots have been used up. The access slot will be assigned on a first-come, first-served basis to FAR Part 135 operators who must, in turn, supply their carrier certificate number and home base. Slots will not be given out until after 5 a.m. on the day they are to be used, and air taxi operators will not be able to accumulate slots. ● The Dec. 28 Fortune magazine takes a look at today's air traffic control system and finds that it's working better than before the Aug. 3 walkout. That conclusion is summarized in the title of the Fortune article which says, "The FAA Keeps Them Flying," and the subtitle which proclaims, "The controllers' strike is leading to a leaner, safer air traffic system." ● The agency has extended for 120 days the comment period on its proposal to simplify the General Operating and Flight Rules in order to make them easier to understand and use. The extension through Apr. 9, 1982, was granted at the request of the National Business Aircraft Association, which said that the original Dec. 9 deadline did not give enough time to prepare substantive comments on the proposal. (See page 2)

## Administrator Sees Full Capacity by 1984

The Administrator has told the Congress that he expects to add 3,725 controllers, capable of working operational positions, to the ATC system in each of the next two years, "so that by Jan. 1, 1984, we will have the 12,500 operational controllers needed to run the system at full capacity." However, testifying before a House subcommittee on Dec. 16, the Administrator noted that there is a difference between operating the system at full capacity and completing the rebuilding process. "We will consider the system rebuilt," he added, "when we no longer need to have supervisors man the scopes beyond their normal currency requirements and we can schedule controllers for their typical annual leave, detail them to other non-control assignments as necessary, etc. That may take as much as another year after we're able to operate at full capacity." In separate testimony to a Senate subcommittee on the same day, the Administrator expressed confidence that the agency would be able to hire sufficient numbers of "high quality" trainees to meet its staffing goals. "We believe that the combination of our new battery of aptitude tests and our increased applicant pool will allow us to better select candidates who will be able to successfully complete our training course," he said. "In fact, we expect that (See page 2)

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## News Briefs (From page 1)

The Notice of Proposed Rule Making to simplify Part 91 of the Federal Aviation Regulations appeared in the Federal Register on Sept. 10.

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## Administrator (From page 1)

it will increase our training success rate by 5 to 10 percent." At both hearings, the Administrator emphasized that the agency would not "cut corners" in order to achieve its staffing goals. "We believe that our projections for rebuilding the system are sound," he continued. "I can assure you I am firmly committed to making sure that the system operates safely during this interim period and that our controllers receive the proper training necessary to make them fully capable controllers who will protect the integrity of the system in the long term. We have a remarkable safety record in aviation in this country, and I intend to see that we maintain it and improve it."

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## Fuel Gone, Ceiling Zero

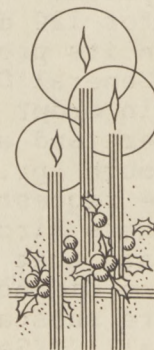
The Reading, Pa., tower had heard distress calls before, but this one had a special urgency. It was from an air taxi with two crewmembers and four passengers on board. The fuel gauges were down to "empty" and the ceiling was zero when the pilot declared an emergency and requested a radar surveillance approach. Although there is no such published approach at Reading's Spaatz Field, supervisory controller John J. Cianci devised one on the spur of the moment. He worked out rate of descent figures and flashed the word to the anxious pilot. Then, intently following the plane on radar, he vectored the twin-engine

aircraft to the runway threshold and a safe landing. Earlier that hectic evening, the airport's Instrument Landing System (ILS) had failed and the last-minute surveillance approach was the only alternative. During the month of November, 106 flight assists were reported. Flight service stations were responsible for 61 of these assists, while terminal facilities accounted for 35 and centers handled 10. There were 244 persons on board the aircraft involved.

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## Parking Rules Unchanged

President Reagan has decided that Government workers will not have to pay higher parking fees because the action "would impose yet another financial burden on Federal employees who have had only a 4.8 percent increase in their pay." The President's decision followed a Federal appeals court ruling in Washington, D.C. that President Carter acted lawfully in November 1979 when he instituted a two-step parking program—pegged to local commercial rates. The program was suspended in March 1980 when a Federal District judge ruled it was illegal because it had not been approved by Congress. Subsequently, parking fees in Federal buildings and lots were either abolished or reduced to nominal rates that covered the cost of parking attendants, such as the \$14-per-month fee at Washington headquarters.



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## Pay Cap Lifted

Congress and the President have raised the "cap" on Federal salaries from \$50,112 to \$57,500. The action, which gives many top-level officials their first raise in five years, also will benefit journeymen controllers and their supervisors who have been bumping up against the pay cap because of shift work and holiday differentials. The raises become effective during the first pay period in 1982.

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## Something for All in World

The December FAA World continues to emphasize the rebuilding of the air traffic control system with a lead article by Air Traffic Service Director Ray Van Vuren on the agency's plans for building "a smaller, more-efficient organization that will have greater growth capacity, be more flexible and be more economical to operate." But just to show that the magazine has not become one-dimensional, even in these extraordinary times, there's also an article on pilot safety seminars, a preview of an upcoming crash test involving the agency's largest jet, a remembrance of the recently deceased Fred Fagg who was "the intellectual force behind the major ideas that made the Civil Aeronautics Act of 1938 a delicately balanced instrument..." Finally, you'll find a discussion of what a "near miss" is and what it isn't. Copies already are in the mail.

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## All to be Covered

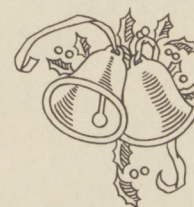
Since the PATCO Health Benefit Plan will not be underwritten by the Prudential Insurance Company for 1982, it will be terminated on Dec. 31. Because of this, the Office of Personnel Management

will conduct a special enrollment period for those who participated in the plan. The date of the enrollment will be announced as soon as procedures can be worked out. OPM has indicated that all employees who were enrolled will continue to be covered until they have a chance to sign up for a new plan.

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## Civil Air Patrol Turns 40

The Civil Air Patrol (CAP) celebrates its 40th anniversary this month. The patrol was created on Dec. 1, 1941, by civilian pilots, mechanics and other aviation enthusiasts. Wartime activities included flying coastal patrol along the Atlantic seaboard searching for hostile submarines, flying border patrol between Mexico and the U.S., as well as ferrying aircraft, aircraft parts and blood plasma. For this service, CAP members received 25 decorations for exceptional service and 825 Air Medals. Today, CAP works closely with FAA while accomplishing its three major missions, which are emergency services, aerospace education and the cadet program. Since the end of World War II, CAP members have saved hundreds of lives and have flown hundreds-of-thousands of hours on practice and actual search and rescue missions. Currently, the 35,000 senior members and the more than 23,000, 13- to 19-year-old cadets maintain a continued level of preparedness for emergency situations.



## May "Adopt" Union Station Tech Center Flights Set

Union Station, the monumental white elephant of downtown Washington, may soon become the responsibility of the Department of Transportation. A bill which would make DOT responsible for the station's redevelopment is currently pending on Capitol Hill. DOT Secretary Lewis recently testified that with some modifications he supports the bill, which would authorize the Department to select a private developer to take over and commercially redevelop the station complex. He said, "Only if the private sector can take over and make money at the Union Station complex, enabling it to be economically self-sustaining for years to come, can the transportation functions of Union Station be restored and maintained without endless Federal subsidies."

## Bloodmobile '82 Schedule

DOT Deputy Secretary Darrell M. Trent has reminded all employees that "by donating blood, you help assure that anyone in the Washington, D.C., area who needs blood is able to receive it at no charge to the individual." He has also urged all of us "to make an effort to donate blood regularly by contacting the Blood Donor Coordinator servicing your organization." In FOB-10A, the coordinator is Aviation Medicine's Helen Wisner, x63252. Upcoming Bloodmobile dates are:

- Tuesday and Wednesday, Feb. 9-10, 1982, rooms 5AB&C;
- Tuesday and Wednesday, Apr. 13-14, 1982, rooms 5AB&C; and
- Tuesday and Wednesday, June 15-16, 1982, rooms 5AB&C.

Headquarters employees who have business at the Technical Center have a new means of travel available to them. The Allegheny Commuter has added daily round trips between Washington and Bader Field in Atlantic City. The 50-minute direct flights to and from Washington National Airport arrive and depart from the commuter terminal. Flights leave for Atlantic City at 7:05 and 11:30 a.m. and at 2:19 and 4 p.m. Flights return to Washington from Atlantic City at 8:20 a.m. and at 1 and 5:45 p.m.

## Unique Sale Scheduled

Musical silk flowers, metal etchings, laser photo murals, imported prints and wall decor will all be on sale in the lobby of FOB-10A on Dec. 21, 22 and 23 from 10 a.m. to 2 p.m. The unique art show and sale is sponsored by the FA Club, and, according to club officials, prices will be about half of the regular retail prices.



MERRY CHRISTMAS  
—AND A—  
HAPPY NEW YEAR!



U.S. Department  
of Transportation

Federal Aviation  
Administration

# Headquarters Intercom

## SEASON'S GREETINGS



## Post-Strike ATC Classes Complete Academy Course

The first four, post-strike air traffic controller classes, totaling 473 new controllers, have now successfully completed the pass/fail portion of the ATC course at the FAA Academy. Overall, the failure rate for the four classes averaged about 25 percent, which is the same as the failure rate before the strike, despite the fact that 50 percent of the first post-strike class failed to make the grade. Of those who made it over the initial hurdle, 266 are reporting immediately to field facilities to begin on-the-job training (OJT). The other 207 are taking additional radar training at the Academy and will report to field facilities sometime near the middle of next month. This will be the last class to take radar training as part of the initial course at the Academy. From now on, controllers assigned to radar control facilities will return to the Academy for the radar course when they are ready for that stage of their development.



## The News in Brief

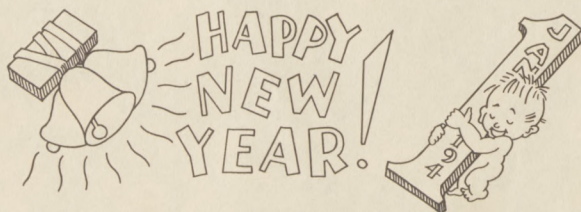
Effective with the pay period ending Oct. 3, 1981, Federal income tax withholding rates decreased five percent as a result of the Economic Recovery Tax Act of 1981. These rates will continue through June 30, 1982. At that time, the withholding rates will decrease an additional 10 percent. • The first Boeing 757 is scheduled to be rolled out Jan. 13 at the company's Seattle plant. The standard-body, short-to-medium-range jet will seat about 178 passengers in a six-abreast configuration. The rigorous certification schedule for the twin-engine jet is expected to be completed by late fall and the first two production models are scheduled for delivery to Eastern Airlines in December 1982. So far, the company has received firm orders for 136 of the new aircraft and has options for an additional 61. • Pilots checking out in multi-engine planes should be required to demonstrate their ability to fly on instruments if their instrument rating was acquired in a single-engine plane, the National Transportation Safety Board told the agency recently. The Board made its recommendation in reporting on the in-flight breakup and fatal crash of a small, twin-engine aircraft near Madisonville, Tex., last July 2. The reason for the pilot's presumed loss of control could not be determined but the Board found that the pilot lacked experience in flying multi-engine planes on instruments.

## GENOT Affirms Santa's Flight Plan

As Santa got ready to take off on his sled last week, the following unclassified, routine GENOT (General Notice) was sent to all air traffic facilities by the Administrator: "Under authority granted me by the Federal Aviation Act, I hereby create and authorize one extra landing and takeoff slot for all airfields and any other landing spot so requested without requirement of GAR 24-hour notice for period 1800 local 12/24/81 through 0600 local 12/25/81 to vehicle serial no. S-1. Pilot confirmation of special mission will be confirmed by code call sign 'Ho Ho Ho.' Flight plan will originate from north and flightcrew authorized to vary plan as necessary. Request all air traffic personnel extend full cooperation."

## Cutting Flight Attendants

The agency has withdrawn a proposed rule which would have permitted fewer flight attendants than now are required under certain limited circumstances. The change, which was requested by the Air Transport Association (ATA), would have allowed airlines to rope off seats in certain limited circumstances and reduce the number of flight attendants. It was withdrawn because there was no proof that the change would not result in an overall reduction in the level of safety. Thus, the regulations will continue to require that there be a flight attendant on board for every 50 passenger seats, with no fewer than two attendants on any flight.



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## Regional Organization Set

The regions have been given greater autonomy over their headquarters organization below the division level and greater say in assigning functions at the division level. Previously, the assignment of functions and standard branch organizations were prescribed by Washington. In the new setup the staff offices of Public Affairs, Regional Counsel and Civil Rights will continue to report directly to the regional director, but now the director may elect to have other offices, such as appraisal, communications control, planning or international aviation liaison, report directly. Although the regional directors are now free to organize below the division level, proposals for modifying across division lines--e.g., merging or exchanging functions between divisions--will continue to require approval by Washington headquarters. A streamlined procedure for processing such proposals has been established by the Office of Management Systems.

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## Evacuation Regs Changed

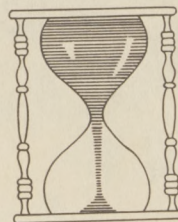
To reduce the number of injuries suffered in aircraft evacuation tests, the agency has changed its regulations to limit the number of such tests required of individual airlines. The change means that each airline no longer will have to demonstrate that each of the different aircraft it flies can be cleared of passengers in 90 seconds. Effective Jan. 18, 1982, the 90-second demonstration requirement can be satisfied by the manufacturer or any airline flying the particular type of aircraft. Other airlines will be required only to show that its flight attendants can open half of the aircraft's exits--both floor level and over the wing--and deploy half of its evacuation slides

within 15 seconds. This is expected to result in a greater level of safety, since it puts the emphasis on the training and performance of the flight attendants rather than on the response time of passengers.

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## Tech Center Paper Presented to NATO

A paper written by employees at the Tech Center has been accepted for presentation during a North Atlantic Treaty Organization (NATO) lecture series in Norway, the United Kingdom and Washington, D.C. The paper, entitled, "Full-Scale Tests on Aircraft Cabin Interior Materials," was co-authored by Constantine P. Sarkos, Richard G. Hill and Wayne D. Howell. All are supervisory aerospace engineers in the Fire Safety Branch of the Aircraft Safety Development Division. It will be presented to NATO's Advisory Group for Aeronautical Research and Development (AGARD) Lecture Series Propulsion and Energetics Panel No. 123 on Aircraft Fire Safety During June 1982. The paper describes the use of the Center's wide body C-133 aircraft as a test bed to study post-crash cabin fires.



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## Inside Bike Parking

Bikers will now be able to park their bikes with confidence at FOB-10A. Two new racks have been set up in the garage "B" level. The secured parking areas are on the main drive between the ramps, close to the parking attendant's office. Although there will be no charge for parking in the inside racks, a parking permit will be required. Permits can be obtained at the Parking Management office, room 2217 Nassif Building.

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## Pick up Tickets Early for Free Movie

A new system has been devised for seating spectators at the free space fiction films in the Air and Space Museum theater. From now on free tickets to each show will be given out on a first-come, first-served basis beginning at 5 p.m. on the day of the performance. Films showing next month include:

- Jan. 22, 7:30 p.m. - "First Men on the Moon." A victorian scientist discovers an anti-gravity substance that takes him to the moon. Loosely based on a 1901 H. G. Wells novel.
- Jan. 29, 7:30 p.m. - "The Angry Red Planet." A sci-fi film all about Earth's contact with Mars and its hostile, alien civilization.

## SRDS Coming Home

There's going to be some building going on in FOB-10A starting Jan. 4. A construction contract has been awarded for the reconfiguration of the 3rd, 4th, 5th and 7th floors of the headquarters building. Room is being made for the Systems Research and Development Service. Since headquarters has lost approximately 800 employees over the last five years, there is now room to relocate SRDS from the Nassif Building. This will save about \$650,000 per year in rent. Construction is expected to be finished within 90 days of the starting date. Work will be performed on weekdays between the hours of 6 p.m. and midnight and on Saturdays from 7 a.m. to 3:30 p.m.

