

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

# Headquarters Intercom

## The News in Brief

All those dire media predictions about massive air traffic tie-ups and delays over the Christmas holidays never materialized. Good weather over most of the country gets part of the credit, but even more important were the refinements the agency made earlier in the month to its Interim Operations Plan and its General Aviation Reservation Program. On December 23, there were 409 delays over 30 minutes, slightly under the daily average for December of 417.

There were 92 on the 24th, only two on the 25th, 152 on the 26th and 513 on the 27th. ● James E. Burnett, Jr., was sworn in as the newest member of the National Transportation Safety Board on December 28. A former Special Associate Justice of the Arkansas Supreme Court, Burnett also has been nominated by President Reagan to be NTSB Chairman, but that appointment requires separate Senate approval. The current chairman, James King, is scheduled to leave the Board in mid-January to become Associate Vice President for Community and State Affairs at Harvard University.

● DOT/FAA joggers might be interested to know what happened to former Transportation Secretary Neil Goldschmidt after he left office. According to U.S. News & World Report, he's vice president for international marketing at Nike, Inc., which makes all those running shoes (See page 2)

## Austere FAA Budget Signed by President

The fiscal year 1982 FAA budget, reflecting the Federal Government's austerity mood, has been signed by the President. In all, FAA will be given budget authority totaling \$2.9 billion, which is a decrease of \$386 million below FY 1981. The operations appropriations, which pays salaries and other operating expenses, was cut to \$2.1 billion. This reflects a decrease of \$245 million below the FY 1981 level. If these figures are allowed to stand and there is no supplementary relief, some reduction in force and furloughing of non-operational personnel probably may be necessary. The Facilities and Equipment amount of \$260.8 million will permit the continuance of the program to increase the capacity, safety and efficiency of the nation's airway system. Funds for Research, Engineering and Development were cut to \$55.8, which will have an impact on the development of the air traffic control and navigation systems. Under the Grants-in-Aid for Airports, \$450 million in contract authority was appropriated. Another \$30 million was voted for the operation and maintenance of Washington National and Dulles International Airports but funds for construction at the airports were cut to \$26.7 million. However, there is money to build the link between the Dulles Access Highway and I-66.

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## Briefs (From page 1)

and other paraphernalia for the huff-and-puff set. Goldschmidt was mayor of Portland, Ore., before succeeding Brock Adams as Transportation Secretary in 1979. Brock Adams? Well, he's now the senior partner in the Washington office of a Seattle law firm. The agency has dropped its proposal to establish noise regulations for helicopters after determining that the need for such a regulation had not been clearly established. The 1979 proposal would have applied to rotorcraft certification in normal, transport and restricted categories. The original comment period closed in November 1979, but final action on the rule was deferred several times in response to industry requests.

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## Long-Range Radar Program Moves Ahead

The program to replace long-range radars with solid-state equipment took two additional steps forward recently when air route surveillance radars (ARSR-3s) were commissioned at Mt. Laguna, Calif., and Fort Lonesome, Fla. These were the 18th and 19th field units to be commissioned of a 23-system buy from Westinghouse Corp. of Baltimore, Md. Two more systems are expected to be commissioned this year—one in Hawaii and the other in The Plains, Va. In addition, FAA is using an ARSR-3 for training at the FAA Academy.

## FSS Locations Picked

Terre Haute, Ind., and Green Bay, Wis., are the first two locations to be selected competitively as sites for automated flight service stations under the agency's FSS Modernizations Program. Construction of facilities at these locations is expected to get underway this spring. In all, 61 automated FSSs are planned under this program. Two of them, Cleveland and Denver, will remain at current locations. The other 59 are to be provided by local communities and subsequently leased to FAA. The agency plan calls for communities to compete against each other to secure the location of the stations. Eventually, the existing 317 flight service stations will be consolidated into the 61 facilities. These will initially be staffed by approximately 50 employees each, but this number will gradually be increased to about 80.

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## Health Plan Enrollment Set

A special enrollment period will be held from January 4-22 for those employees who were enrolled in the PATCO Health Plan. As already noted in Intercom, the Prudential Insurance Company decided not to underwrite the PATCO Plan for 1982. Employees who were enrolled in this plan should contact the Health Benefits Officer in their regional personnel office for information on other health plans. The Standard Form 2809, Health Benefits Registration Form, must be used to make changes in health plans.

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## Cross-Country Requirements

### More Flexible

FAA has issued a proposed rule that would give pilot schools and flight instructors greater flexibility in determining where to send students on solo cross-country flights required for private and commercial pilot certificates. Currently, the private student is required to fly a 300-nautical mile (NM) cross-country with at least three landings and leg lengths of at least 100 nm. The proposal would drop the requirement for 100-mile-leg lengths but would require one of the three landings be made at least 100 miles from the original departure point. A similar change would be made for commercial pilot applicants who now must fly a 600-nm cross-country with 200-nm leg lengths between landings. The proposal says one of the three landings must be at least 250 miles from the original point of departure.

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## W-2 Forms Arrive Early

FAAers will be able to file their income tax forms early this year thanks to the efficiency of the agency's new computerized Uniform Payroll System. In fact, many FAA employees received their W-2 earning's statement between Christmas and New Year's, as much as a month earlier than previous years. The Uniform Payroll System was devised by FAA and is now being used virtually throughout the Department of Transportation. It uses the IBM 370/155 at the Aeronautical Center in Oklahoma City to produce a pay tape every pay period for FAA/DOT employees. This tape then is flown to Kansas City where pay checks are produced and mailed by the Department of the Treasury. The W-2 forms, however, were produced and mailed from the Aeronautical Center.

## NTSB Cites Probable Cause

"Failure of pilots of both aircraft to 'see and avoid' each other," was the probable cause of the Loveland, Colo., mid-air that killed 15 persons last April. The National Transportation Safety Board (NTSB) also found that a pilot's climbing into restricted airspace without an altitude-reporting transponder and FAA's condoning such unauthorized operations contributed to the tragedy. The accident involved an Air U.S. Handley Page HP-137 carrying 10 passengers and a crew of three and a Cessna TU-206 carrying parachute jumpers. Two of the Cessna's six occupants were killed by the collision, but four others, including the pilot, survived by parachuting to the ground. As a result of the investigation, NTSB has urged FAA to prohibit jump operations on or near Federal airways and to determine an acceptably safe distance from such airways at which jump operations can be conducted without conflict with other traffic. The Board also urged FAA to require that a parachute-jump aircraft identify itself to the "air traffic control facility having jurisdiction of the airspace in which the jump is to be initiated."

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## Pay Cap Off Jan. 1

The lifting of the "cap" on Federal salaries became effective Jan. 1, 1982, instead of at the end of the first pay period in 1982 as reported in the Dec. 21 Intercom. The maximum payable rate for GS employees is now pegged at \$57,500. For SES employees under the Executive Schedule, the maximum is \$58,500.

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## Planning Classes Offered

Persons interested in the University of Virginia, School of Architecture Master's Degree or courses in planning may register for spring classes at the Falls Church Regional Center Jan. 6 thru 20, Monday - Friday, 9 a.m. to 8 p.m. and Saturday morning. Both core and advanced courses will be given this spring. Classes begin Jan. 25, and there is an orientation session Jan. 6 at 7 p.m. at the Regional Center. Tuition is \$65 per semester hour. For additional information, call 698-9010.



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## Lean Lunch Bunch Program Expanded

The new 'Lean Lunch Bunch' program now makes available healthful foods for the whole day, including breakfast, lunch and snacks in between. Providing good, tasty food that adds up to about 1,000 calories is what the program is all about. Special menus listing the recommended foods will indicate the caloric content of the items served under the program which is designed to continue indefinitely. This

Friday's menu (Jan. 8) is typical of the food to be served:

- Breakfast, fresh orange, scrambled or hard cooked egg, toasted English muffin, margarine, skimmed milk.
  - Snack, apple with whipped cheese spread.
  - Lunch, baked fish florentine, tossed salad bowl, corn muffin, margarine, pear.
  - Snack, yogurt with crackers.
- And it all adds up to only 1355 calories!

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## Mardi Gras Anyone?

According to the Federal Aviation Club (FA Club) everyone should attend at least one Mardi Gras in New Orleans. It is an experience that will never be forgotten. The FA Club is sponsoring a nine-day trip via motor coach leaving Feb. 19 from the 21st Street entrance of the State Department. For additional information see flyer on the 5th floor across from the snack room.

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## Ice is Nice

For those who haven't walked across the Mall recently, Intercom would like to point out that the Sculpture Garden ice rink is once again open for business from 11 a.m. to 9:30 p.m. daily. Lunch-time skaters are accommodated at \$1.50 per head (or pair of feet) and skates can be rented on the premises. And this year, dedicated skaters also can avail themselves of the new Pershing Park rink in the heart of downtown Washington where Pennsylvania Avenue merges with 14th and 15th Streets. The hours and rates are about the same as for the Sculpture Garden rink.



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## The News in Brief

FAA controllers did an outstanding job moving holiday traffic, according to an Associated Press wire story that ran in newspapers around the country on Jan. 6. The story quoted a United Airlines spokesman, who was summing up the views of a half a dozen airlines, as saying: "Our people were very pleased with the way the air traffic system worked." And he and other airline officials noted that any problems that did occur were caused more by poor weather than restrictions on flight schedules. • Some of the controllers at the Orange County, Calif., Airport Tower will be on the "That's Incredible" show sometime in either February or March. The incident which drew the attention of the program producer concerned a single-engine Cessna with a stuck landing gear. Controllers Mary Eaton, Pete Carey and Mark Washam handled the plane for several hours while the pilot circled and tried to get the gear down. The story had a happy ending when one of the four people on board the airplane finally leaned out and wrestled the gear into place. If you want to know how it was done, you'll have to watch the program, and Intercom will pass along the date when it's firm. • John C. Richardson, a data systems officer at the ATC Systems Command Center Automation Facility in Jacksonville, is one of 58 people honored by Aviation Week (See page 2)

## Safety Record Continues Through Rebuilding Year

1981 was another record safety year for U.S. airlines despite all the dire predictions made on the subject following the controllers' strike last August. In fact, the nation's airlines now have gone two full calendar years without losing a passenger jet in an accident for the first time in history, and it's been 26 months since the last fatal crash of a jet. During the 26-month period, there have been two fatal crashes involving smaller airlines operating commuter-type aircraft. Seven persons were killed when a small, twin-engine propeller-driven plane crashed on Jan. 20, 1981, and 13 died in the June 12, 1980, crash of a small twin turbo-prop. In addition, four people were killed during the 26-month period in freak accidents. Two mechanics were killed "in the line of duty," a passenger died after falling from a boarding ramp, and a flight attendant was crushed by a food service lift that rose unexpectedly. Other aviation categories also showed improvements in 1981, except for commuter airlines. The commuters had nine fatal accidents with 27 fatalities last year, compared with six fatal accidents and 23 fatalities in 1980. On the other hand, the air taxi record of 28 fatal accidents and 78 fatalities in 1981 was considerably better than the (See page 2)

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## News Briefs (From page 1)

magazine for his contributions in the aerospace field during 1981. Richardson was cited for his work in the development of the FAA's Interim Operations Plan, which kept air traffic moving at a high level of safety and efficiency after the August 3 controllers' walkout. The magazine said: "His work typified the perseverance of the controllers who chose to stick with their oaths as government employees to maintain a viable level of operations and to improve pilot-controller relations in the process when the Reagan Administration made its courageous decision to stand firm in the crisis." • The latest Roper poll indicates that air travelers have adjusted very well to the post-strike air traffic control system. Overall, three out of four queried by the pollsters were not concerned about safety, four out of five were not bothered by delays and cancellations and six out of seven were not worried about getting flights to where he or she wanted to go. Among frequent flyers, the percentage of satisfied customers was even higher.

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## Safety Record (From page 1)

1980 totals of 35 fatal accidents and 98 fatalities. General aviation had 674 fatal accidents with 1,251 fatalities, compared with 644 fatal accidents and 1,284 fatalities in 1980.

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## Order Canceled

Order 7110.81, Runway Use Program, is canceled. New safety and operational criteria has been developed on this subject and is contained in Order 8400.9.

## Five FAAers to Receive Awards for EEO

Five agency employees have been selected to receive the Administrator's Award for Excellence in Equal Employment Opportunity, FAA's highest award for EEO achievement. The five employees, all from the regions, are expected to be on hand to get their awards from Deputy Administrator Fenello at 10 a.m. on Jan. 29 in the Washington headquarters' auditorium. Being honored are: Noel Bernaldo, Chief, Engineering Drafting Staff in the Alaskan Region, for recognition of his many exceptional achievements in the area of equal employment opportunity; Albert G. Brooks, budget analyst in the Central Region, for his commitment to fair and equal treatment of persons, regardless of cultural or physical differences, both on the job and in the community; Harry Colfax, Jr., Chief of Central Region's Logistics Division, for superior contributions to the agency's equal employment opportunity program, including exemplary accomplishments in increasing participation of socially and economically disadvantaged firms in Federal Government procurement activities. Under his leadership, the region consistently exceeded its annual minority business enterprise (MBE) procurement goals during the past six years; Howard G. Caver, Personnel Staffing Specialist in the Southwest Region, for exceptional leadership in assisting minorities by developing a cooperative education program for Air Traffic Control and helping to set up an aviation class at a local high school; Richard M. Marakovits, Chief, Operations Branch in the Eastern Region, for exceptional achievement and leadership in furthering national and agency equal employment opportunity goals. As a result of his efforts, an increased number of minorities have been placed in key supervisory and staff positions.

## Benefits Costs Rise

The cost of most Federal employee health insurance plans increased Jan. 10. In addition, most plans have altered benefits. The Office of Personnel Management (OPM) will make brochures available shortly describing the new benefits. However, OPM has not yet announced a schedule for an open season. Typical increases in four major plans are:

	Pay Period		Dollar	Percent
	1981	1982	Increase	Increase
• Blue Cross/Blue Shield High Option Family Plan (Enrollment Code 102)	\$30.52	\$41.77	\$11.25	37%
• Aetna High Option Family Plan (Code 202)	15.11	15.66	.55	4%
• Alliance Health Benefits Family Plan (Code 462)	22.67	36.20	13.53	59%
• Government Employees Hospital Association (GEHA) Family Plan (Code 312)	10.47	13.00	2.53	24%

## FAAers Get Space Award

FAA controllers at the Edwards Air Force Base RAPCON (Calif.) are flying the flag that was flown around the world. The flag was presented to the facility by NASA along with an engraved plaque signed by space shuttle pilots John Young and Robert Crippen. The inscription noted that "This flag was flown aboard Space Shuttle 'Columbia' (STS-1), April 12-14, 1981. It is presented to you in recognition of the significant contribution you made to the success of the mission."

## FAA/PATCO Grievance Decided by Arbitrator

The last pre-strike arbitration case processed under the now defunct PATCO agreement has been decided in the agency's favor. The

arbitrator ruled that a controller at the Memphis ARTCC was properly removed from his job after he intentionally entered false information into the air traffic control computer that indicated two airline aircraft were headed for a midair collision. In upholding the agency's decision to fire the controller, the arbitrator noted the special duty owed to the public by air traffic controllers. "No one should play with a loaded gun and the error is compounded when a policeman is guilty of this mistake," he said. "In the same sense a controller is charged with safety of the public and management could have properly judged that this voluntary action of the grievant in a real sense attacked the integrity of the air control system."

## Fatter Paychecks Coming

Most FAAers who benefited from the January 1 lifting of the pay cap will see the first results in the paychecks that arrive Feb. 2, or thereabouts. Those checks will reflect the higher rate for all of the Jan. 10-23 pay period. In addition, the Office of Accounting expects the Feb. 2 pay to include retroactive the difference between the old and new rates for the first nine days of January. However, because of the volume of manual calculations involved, the retroactive pay could slip to the Feb. 16 check in some cases. Now there is one exception to all of this: Controllers and other shift workers who receive premium pay may see bigger numbers in their Jan. 19 check because the Uniform Payroll System computer in Oklahoma City is being programmed to reflect the increase in the bi-weekly salary limitation brought about by the lifting of the pay cap.

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## FA Club Pushes Venice

This week the Federal Aviation (FA) Club is recommending an "unforgettable experience in Venice," where travelers can enjoy a unique city and where the streets are water-filled canals. For additional information about this FA Club-sponsored travel event, see flyers on the second floor rack outside of the cafeteria.

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## New Van-Pool Starting

Persons living in the Davidsonville/Crofton, Md., area interested in a ride to work should contact Lou Cusimano on x68452. He's planning a van-pool to FOB-10A specifically for the 8 a.m. to 4:30 p.m. shift.

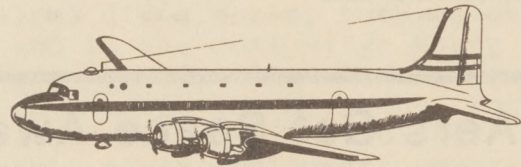
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## Women Pilots Featured

Have you read any good books about women in aviation lately? If not, the headquarters' library is featuring them this month as part of its "Women Aloft" display. For example, there are two books about pioneer female pilots entitled "Women in Aviation," one by a Pauline Gower and the other by a former FAA employee named Charles Planck. Other titles include "I Live to Fly" by Jacqueline Auriel, "Barefoot in the Sky" by Shelia Scott, and "Women into Space" by Jerrie Cobb and Jane Ricker. And, of course, there are all kinds of books about Amelia Earhart, who captured the public's imagination like no other figure in the history of aviation with the exception of Charles Lindbergh. Why, there's even a book that says she's alive and well and living in New Jersey of all places. We don't recommend it.

## "The Flying Roosevelts" In Air and Space Museum

A new photo exhibition documenting the many uses of the airplane by Franklin and Eleanor Roosevelt will open Jan. 25 at the Air and Space Museum. The exhibition, entitled "The Flying Roosevelts," commemorates the 100th anniversary of the birth of FDR, who was born Jan. 30, 1882. It is being held in conjunction with other Smithsonian exhibits and events that mark the Roosevelt centennial. During the years of his national life, Roosevelt was the nation's premier air traveler. He was the first presidential candidate to fly, the first president to fly and the first president to have



DOUGLAS DC-4

an airplane assigned to him while he was in office. The first full-time presidential airplane was a modified C-87A, named the "Guess Where II." In late 1943, this was replaced by a Douglas C-54C, which was dubbed "The Sacred Cow" by journalists. The name stuck and "The Sacred Cow" took Roosevelt to Yalta in 1945 for the historic meeting with Allied leaders. "The Flying Roosevelts," located on the first floor of the museum in the South Lobby area, will be on display through June 1982.



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## The News in Brief

FAA will conduct a briefing Jan. 28 on the agency's 20-year plan for updating and modernizing the nation's air traffic control and air navigation system. Known as the "National Aviation System Plan," the 450-page document spells out specific improvements that must be made to facilities and equipment in order to meet the projected demands of air transportation over the next two decades. Particular emphasis is given to en route and terminal air traffic control; flight service stations and weather services; communications, surveillance and navigation services; and auxiliary services such as facility maintenance and flight inspection of navigation aids. Keep watching Intercom and FAA World for a complete rundown on the plan. • The second session of the 97th Congress will begin on Jan. 25 with a number of important aviation bills awaiting action. Of immediate concern is the Air Traffic Control Revitalization Act which would establish new premium pay levels for controllers and others involved in the operation and maintenance of the ATC system. The Senate Finance Committee is expected to meet in early February to mark up the bill-- that is, consider it in executive session and make any changes the members think are necessary. On the other side of Capitol Hill, the House Post Office and Civil Service Committee has not (See page 2)

## Terminal-En Route To Relieve Center ATCSs

The agency is expanding the Tower En Route program, which permits aircraft to make cross-country instrument flights under the control of terminal radar facilities. This method of controlling traffic will relieve the workload on controllers at understaffed ARTCCs, which normally handle instrument flights between airport terminal areas. It will also provide an overflow resource in the low-altitude system, which will enhance air traffic control services. Under the Tower En Route program, a pilot can fly from one terminal area to another and can switch from one terminal controller to the next without ever having to contact an en route center. The expanded program adds more than 25 facilities to the approximately 120 facilities already providing this service. There are over 1,354 routes published for this program with the possibility of more being added. It is not intended for turbojet aircraft, which operate more efficiently at higher altitudes, although some flights between certain city pairs will be allowed as they have been in the past. Pilots participating in the program are encouraged to use it for flights of two hours or less. Longer flights are discouraged because they require extensive coordination between air traffic control facilities. The Tower En Route program does not require reservations (See page 2)

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## News Briefs (From page 1)

yet announced its next action on the bill. • Old Alaska hands may be interested to learn that the venerable "Connie" parked for years at the Kenai Airport has now found a permanent home. According to E. W. (Moe) Knight, chief of the Kenai FSS, the plane never did complete its intended flight to Florida. It only got as far as Arizona where it is now on display in an air museum. • Fewer airplanes were stolen during 1981 than in 1980, but the dollar value increased the International Aviation Theft Bureau has announced. In all, 214 aircraft thefts were reported in 1981. This is a 13 percent decrease from the previous year. However, the value of the stolen aircraft rose from \$20.7 million in 1980 to \$25 million last year. IATB reported that the two turbojet aircraft stolen last year account for the drastic increase in total value.

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## Terminal Program (From page 1)

like the General Aviation Reservation (GAR) program. The GAR program was initiated last October as part of an overall plan designed to reduce the workload at en route centers while the ATC system is being rebuilt. Graphics and route descriptions of the expanded Tower En Route program have been published in the Airport/Facility Directory. Information also has been included in the Airman's Information Manual, and letters to airmen will be distributed within local jurisdictions.

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## President Comes to Visit

President Reagan paid a working visit to the Department of Transportation Washington headquarters on Jan. 12. He attended a senior staff meeting and got a briefing from the FAA Administrator and other top DOT

officials. The President also gave a brief "pep talk" that was broadcast throughout the FAA headquarters building in which he congratulated agency employees for their efforts in rebuilding the air traffic control system. He also said his administration is dedicated to helping Government workers do the best possible job. "I believe that the vast majority of Federal workers are every bit as committed to rooting out waste and fraud and inefficiency as the taxpayers they serve," he said. "I want to believe they want to do the best possible job they can." In an informal talk with the President, the Administrator described FAA's National Aviation System Plan which the President endorsed.

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## Back Pay in Process

Retroactive overtime payments for some 3,000 electronics maintenance technicians are in the works, but it's going to be some time before any cash is distributed. Claims submitted by GS-12 EMTs to the General Accounting Office (GAO) after the Fair Labor Standards Act status of these technicians was changed from exempt to non-exempt in August 1980 have now been passed on to the agency. According to FAA's Office of Accounting, claims will be completed as expeditiously as possible, and ET may get back pay up to six years from the date GAO received their claims. Generally, they will be processed in the order they were received by GAO. However, because of the number of claims and the complexity of the calculations this will be a time-consuming process. Also, claims must be sent to individual regions for review and verification before they are passed on to the appropriate pay office for final processing.

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## Emergencies Pile up But All Safe

It was a busy night for the Sector 36 controllers at the Denver Center, which was handling approach control for the Casper, Wy., Airport. First, a twin, piston-engine commuter airplane, carrying 10 passengers and a pilot, reported it was picking up rime ice and struggling to maintain altitude. So the Sector 36 controllers advised the pilot to return to the Casper Airport and began careful vectoring of the flight to the landing runway. Just then another plane declared a critical fuel situation and asked for an immediate landing at Casper. As Sector 36 controllers began to work this aircraft, the commuter reported that it no longer could maintain altitude, nor could the pilot see through the ice-encrusted windshield to land. The controllers quickly changed the game plan and vectored the commuter to an area where no icing was reported at the same time they landed the fuel-critical plane at Casper. Now a new problem arose with the commuter--its number one engine quit--and the Sector 36 controllers had to set up an emergency landing. They vectored the plane to the Wheatland, Wy., Airport where the pilot landed safely after a local pilot, who had been monitoring the frequency, briefed him on the tricky cross-wind at the field.

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## POV Milage Rates Down

For the first time in years, the General Services Administration (GSA) has reduced the per-mile rate paid by the Government for privately owned vehicles being used on official business. The rate is now 20 cents a mile, down 2.5 cents from the 22.5 cents paid through most of 1981. This is only one of the recently announced changes in travel expense payments. Another

is the number of "high rate geographic areas" (HRGAs). This has been greatly expanded, in fact almost doubled. Now some counties, as well as municipalities, are listed as high-rate areas. In a DOT change, the policy for employees who stay with friends or relatives while on official business trips has been altered. In these cases, the maximum entitlement will be 50 percent of the locality rate for meals and miscellaneous expenses.

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## New Honor for Old Glory

When Norma Senkow looks at the American flag that flies above FAA's new Technical Center building in Atlantic City, it's more than patriotism she feels. It's her flag and it's flying in honor of her late husband, who also was an FAA employee. A technical editor in the Tech Center's A.F. Division, Mrs. Senkow donated the flag to the Center as a replacement for the one that was shredded by wind and weather. It had been used at her husband's funeral in 1969 to mark his military service and was given to her as a memento after the ceremony. But she said she would rather have it flying over the Center--even though it eventually will meet the same fate as its predecessor--rather than sitting home in a trunk. She's confident that her husband, a former controller who worked at the Center as a systems analyst before his death, would feel the same way.



## Trips Galore Available

The FA Club is sponsoring a special trip to the site of the latest World's Fair, Knoxville, Tenn. Featured in the U.S. pavilion will be an exhibit called, "The Word is Energy." Four, five and six-day tours will be offered from May through October. This is only one of the trips being sponsored by the FA Club. Trips to Rome, Paris, Athens and the "Romantic Alps" are also available in 1982. For more information, check the travel stands on the second and fifth floors of FOB-10A.

## IRA Explained

Individual retirement accounts will be explained by a financial professional at an FA Club-sponsored investment seminar to be held at noon on Feb. 3 in Room 8 AB&C of FOB-10A. Speaking at the seminar will be William Randall Cone, who is an account executive at E. F. Hutton, Inc. For reservations, call 331-2340.



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## Start in Snow And Don't Pay The Tow

For those who had trouble starting their cars during last week's run of sub-freezing weather, the Anchorage Times has some advice on the right and wrong ways to start a motor vehicle. And if it works in Alaska, it ought to work down here, too.

First the wrong way: Owner, fresh from the Lower 48, dashes out at 7:45 a.m. full of optimism and energy, chops off enough ice from the windshield to form a peephole to be used as a sight over the radiator cap (theory being that a line from the steering wheel over the radiator cap will guide one down the street), injects a pint of ether into the carburetor, pours a pint of alcohol into the tank, (takes a snort himself), and steps on the starter, which is connected to four truck batteries. The result is he arrives at work only three hours late.

Now the right way: Owner rises at 3 a.m. (reluctantly) Digs car from ice and snow. Kicks car soundly three or four times to establish respect for authority. Appears disinterested in whether or not car starts. Hovers in the vicinity musing aloud about the beauty of the scenery. Mentions several reasons why the purchase of a new car is indicated. Returns to house with feigned intention of remaining. Drinks cup of coffee, being sure car can see him through the window. Nonchalantly saunters back and kicks car four more times. Pries open door with crowbar and removes icicles from dash, steering wheel and seat. Unobtrusively pulls the choke out three or four feet. Turns ignition key on with pair of pliers. Then, hurriedly jumps into car, slams foot on starter, kicks car soundly with other foot three or four times, curses loudly, and beats dash (preferably with hammer). The result is he arrives at work only one hour late.



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The tragic crash of an Air Florida 737 on takeoff from Washington National Airport on Jan. 13 ended some remarkable safety record in commercial aviation. It was the first fatal crash of a U.S. jetliner in 26 months and it was the first accident involving a passenger fatality at Washington National in 32 years. Moreover, it was the first fatal accident for Air Florida in the carrier's nine-year history.

● The latest aircraft to join the FAA fleet is an eight-passenger Sikorsky S-76, a new generation business helicopter, which was delivered to the Tech Center recently. The aircraft is specially instrumented and will be used as a flying test-bed to evaluate helicopter instrument flight rule (IFR) operations. According to Robert Pursel, navigation program officer in the Systems Test and Evaluation Division, it also will be used to test the NAVSTAR Global Positioning System and Loran-C. ● The agency has frozen operations at current levels for all airports within the boundaries of eight en route centers to maintain the controller workload at the current level in those facilities. The centers are Boston, Chicago, Cleveland, Fort Worth, Houston, Indianapolis, Minneapolis and New York. The limitations do not apply to the 22 "pacer" airports where flight quotas already are in effect, but (See page 2)

## Flight Data Specialists

### Hiring Program Completed

The Flight Data Specialists hiring program, begun last September, has been completed except for continuing back-fill hiring. As of the first week of January, 1,399 of the projected 1,400 specialists had been hired and were on the agency's payroll. Of those hired, 832 were furloughed pilots, 193 ex-military controllers and 374 individuals with other aviation experience. The specialists were hired on a temporary basis--up to one year--to perform controller support duties such as handling flight data strips, operating electronic training devices and functioning as assistant controllers. Approximately 760 of the temporary employees are employed at the agency's 20 en route centers around the country, with the remainder assigned to airport towers.

## AT Study on Final

The Task Force studying the employment conditions of air traffic controllers has completed the data-gathering phase of its investigation and has begun working on its recommendations to the agency. The final report is due in March. Task Force chairman Dr. Larry Jones, President of the Coleman Company, reports that his group has received excellent cooperation from the many air traffic and airway (See page 2)

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**News Briefs** (From page 1)  
to other airports handling airline traffic. Under the plan, no new flight authorizations at any affected airport will be approved between 7 a.m. and 8 p.m. • Boeing got all the headlines with the rollout of its new 757 in mid-January but Pratt & Whitney says it also is making good progress in testing the new technology engine that will power later versions of the narrow-body twin jet. According to a company release, the PW 2037 engine already has run at 38,200 pounds of thrust, exceeding its rated takeoff thrust of 37,000 pounds. Also, during its first test run on Dec. 4, the engine achieved the lowest specific fuel consumption of any engine ever tested at Pratt & Whitney. The company is shooting for FAA certification of the engine in the fall of 1983.

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**AT Study** (From page 1)  
facilities employees who completed questionnaires about their working environment, and the results are now being tabulated. This is the third and final study of the air traffic system initiated since the controllers strike last August. The other two were conducted by the National Transportation Safety Board and the Flight Safety Foundation and focused on the safety of the system.

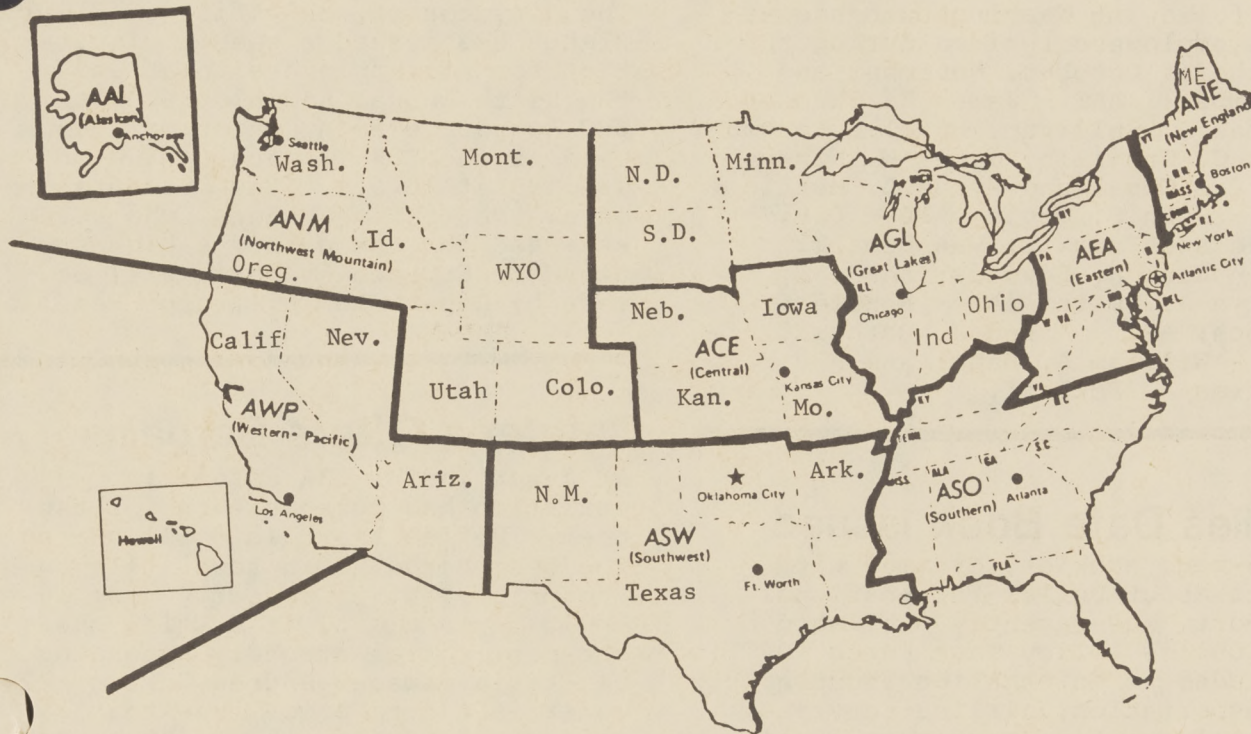
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**Comments Solicited on Spring Airline Schedules**  
FAA will be soliciting comments from the airlines, airport managers and community leaders during a public meeting on spring airline schedules to be held in the FAA Washington headquarters on Feb. 1.

One of the principal questions to be discussed at the meeting is whether the FAA should go back to a zero base in developing the spring schedules or continue to work from the present base, making adjustments to reflect capacity changes. The question of how new entrants can gain access to the system also will be addressed. The spring schedules will go into effect on April 25, concurrent with the switch to Daylight Saving Time.

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**Two Deputies Named**  
The agency has filled two key Deputy Director jobs with the assignment of Larry Williams to the Technical Center in Atlantic City and Frank Cunningham to the Alaskan Region. Previously, Williams was chief of the Radar/Automation Division in the Airway Facilities Service and Cunningham was the Air Traffic Division chief in Rocky Mountain. Williams joined the agency in 1972 and worked in the Office of Management Systems before moving over to Airway Facilities. An electrical engineer with a master's degree in mathematics, he was president of Software Sciences, Inc. before coming to FAA. He also served for a time as a senior engineer at the former Sperry Gyroscope Co. and was a consultant to the President's Council on Economic Advisors. Cunningham is an up-from-the-ranks controller who began his career in the Oakland en route center in 1956. He later served as deputy chief of the Denver center and chief of the Miami center and then moved on to Washington headquarters. He was chief of the Operations and Procedures Division in the Air Traffic Service before he took over the Rocky Mountain job.



## FAA Regional Boundaries

In response to requests, Intercom is running a map showing the new FAA regional boundaries. The transition from 11 to 9 regions is expected to be completed in April with the closing of the Denver and Honolulu offices. The old Rocky Mountain Region was absorbed by what is now called the Northwest Mountain Region and the Pacific-Asia Region by the renamed Western-Pacific Region. ANM and AWP are the new routing symbols for the redesignated regions.

## New World Explains TCAS

Forget ACAS and BCAS and ATARS and all the other terms associated with collision avoidance systems in the past. The new operative set of initials is TCAS--for Traffic Alert and Collision Avoidance System--and the January FAA World provides a detailed explanation of how the system works. It may even tell you more than you want to know, but read it anyway. In the same issue is an analysis of the rise and fall of the Combined Station/Tower, keyed to the closing of the last such facility in Valdez, Alaska, and a look at a new VFR landing aid that may eventually replace the present VASI. Readers also will find an article on the military controllers who stepped into the breach last August to keep air traffic moving. The magazine is in the mail even as we speak--or write.



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## Sixteen Retire

The following Washington headquarters employees retired during the months of October, November and December: AAT - James E. Shipman, Thomas P. Sullivan, Estelle Longman, Lois C. Trujillo, James W. Nimmo, Bertram Coval and Myron L. Martin; ALG - John S. Boyle; ARD = David Floyd and Frank E. Van Demark; AWS - Earl H. Edwards; AAF = Evelyn A. Smith; AAA = Ronald L. Wilson; APT - Aaron J. Rothman; AIA - William A. Hamm; and ABU = Charles A. Eckloff.

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## Dulles Data Book Issued

A 36-page booklet, crammed with facts about Dulles International Airport, was recently published by the Dulles Policy Task Force (DPTF). Included is information about ground transportation, airline services, general aviation services and air cargo facilities. There is also a list of major industries and accommodations serving Dulles. The book is available from DPTF, Dulles International Airport, Box 17330, Washington, D.C. 20041.

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## Van Pool Has Space

Persons living in the Lake Ridge, Dale City, Va., area interested in a ride to work should contact Bruce Candlemire on x64165. The van pool which operates out of the Nassif Building runs on a schedule for persons working the 7:30 a.m. to 4 p.m. shift.

## All Asked to EEO Ceremony

The director of the Office of Civil Rights has issued a special invitation for all employees to attend the Fifth Annual Administrator's EEO Awards Ceremony which will be held in the FOB-10A auditorium on Jan. 29 at 10 a.m. The presentation of awards to five FAAers, who were selected for the agency's highest award to EEO achievement, will be made by Deputy Administrator Fenello.

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## Cafeteria Offers Bargains

At least in the FAA cafeteria inflation has taken a turn for the best. Coffee there is still one of the best bargains in town. Although the price went up recently from 16 to 22 cents a cup, it's still the cheapest coffee around. According to cafeteria manager Andrew Curtis, 22 cents is a firm price, one that's going to last throughout 1982. As most readers probably remember, the old 1981 price was 31 cents a cup. Soft drinks also cost less now than they did last year. Whereas the price for small, medium and large drinks was 40, 50 and 60 cents in 1981, the prices now and for the foreseeable future are 35, 45 and 50 cents. But that's not all. A new service has been instituted in the cafeteria. Desserts and pies are now being marked with individual prices so patrons will know what all those calories cost before they get to the cashier.

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## Fifty Millionth Visitor

Last week the 50 millionth visitor at the Air and Space Museum was greeted with a barrage of flashbulbs when he dropped in for what he thought would be a quiet visit. The startled retiree said, "This is an honor I couldn't have planned on."



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## Computer Replacement Chief Named

The Administrator has picked a computer specialist with more than 30 years engineering experience as director of the newly-established Advanced Automation Program Office. He is Valerio R. Hunt, who joins FAA from Computer Sciences Corp. to head the office that will define, develop, acquire, test and implement a replacement system for the air traffic control computers and related systems." Hunt had been chief engineer for the System Sciences Division of Computer Sciences Corp. since August 1979, and during that time was involved in several FAA automation programs. Prior to that, he spent four years with the Central Intelligence Agency where he was responsible for the acquisition and development of computer systems for the agency. During previous employment with Computer Sciences Corp., he was program director for the Navy Acoustic Intelligence Data System, called AIDS, and later director of Special Projects. A native of Columbus, Ohio, Hunt holds a B.S. in engineering physics from Lehigh University and also did graduate work at Johns Hopkins. He served with the Army Air Corps during World War II.

## Twenty-Year NAS Plan

It's called the National Airspace System Plan, but the FAA Administrator says it's more than that. "It's a decision document," he told a packed public briefing in Washington headquarters on January 28. "It spells out very clearly and in substantial detail how the National Airspace System will evolve over the next two decades as we move into the 21st century." Some of the key elements of the plan are the replacement of the present air traffic control computers, modernization of the flight service station network and deployment of new radar, communications and airport landing systems. The plan points out that the present system for guiding aircraft in the United States is the safest and most efficient one in the world but says "it is very expensive to operate and maintain, expansion capability is limited and adaptability is difficult." It estimates that system modernization would save the taxpayers approximately \$25 billion in reduced operating and maintenance costs over the next 20 years. These savings would result from higher levels of automation, consolidation of major facilities and the application of lower-cost technology in telecommunications. In addition, it says, aircraft operators would realize substantial benefits from the modernization of the system. Safety would be enhanced, (See page 2)

## NAS Plan (From page 1)

delays reduced and pilots afforded greater flexibility in the use of the airspace. Some highlights from the 450-page plan follow:

- Computer Replacement: FAA first would replace the present IBM 9020 computers in the air route traffic control centers with new "host" computers that could use the existing instruction or "software" packages. The agency then would proceed with development and implementation of new software as well as new consoles and displays, known as "sector suites," for the controllers. The availability of new, higher-capability computers also would permit the automation of many air traffic control tasks now performed manually, with resulting increases in controller productivity and fewer opportunities for errors.

- ATC Facility Consolidation: FAA also would use the same basic computer systems and sector suites in the en route centers outside the contiguous 48 states as well as in terminal radar facilities. The trend during this period would be to blend the separate functions of terminal and en route air traffic control and permit consolidation of facilities. By the year 2000, the present total of more than 200 en route centers and terminal radar facilities would be reduced to about 60 facilities, providing complete nationwide coverage.

- FSS Modernization: Additionally, the plan covers the automation and consolidation of the FAA's network of more than 300 flight service stations which provide weather briefings and other services primarily to general aviation pilots. Forty-one FSS sites will receive delivery of the initial model of automation beginning in late 1983. Eventually the FSS system will be comprised of 61 automated facilities with direct pilot access to data.

- Radars: Another key element is a new secondary radar system that will interrogate aircraft on an individual basis and pave the way for automatic "data-link" air-ground communications to provide additional real-time information to pilots using the system. This "Mode S" equipment (the "S" stands for selective address) in combination with a new generation of Doppler weather radar also will permit the eventual replacement of the present primary en route radar system. However, primary radar will be retained in terminal areas and improved with the addition of a separate weather channel.

- Weather Services: A major upgrading of weather services provided directly to pilots also is planned. For example, the plan calls for installation of automated weather sensors at airports to broadcast surface conditions by means of a computer-generated voice over VOR radio navigation stations, thus enhancing safety and allowing lower weather minimums for landing.

- Microwave Landing System: In addition, the plan recommends that the agency begin installing the new microwave landing system (MLS) at airports in 1984 and have more than 1,255 in place by 1998. This equipment provides more precise guidance over a broader area than the present instrument landing system and will permit the gradual phase out of this equipment.

- Facility Maintenance: Also envisioned is the replacement of all vacuum-tube electronics with solid-state equipment to increase reliability and reduce maintenance costs. Remote maintenance monitoring of equipment performance also will be introduced, further reducing the demands on maintenance personnel.

- Flight Inspection: Significant savings also are envisioned as a result of changes in the program for flight inspection (See page 3)

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## NAS Plan (From page 2)

of navigation aids. These include the replacement of the present flight inspection fleet with more fuel-efficient turboprop aircraft by 1990, introduction of automatic flight inspection equipment and procedures and consolidation of flight inspection field offices. Copies of the plan are available from AAF-10 in Washington but they cost \$9.75 each. FAAers can get the news release announcing the plan, with an accompanying fact sheet, by contacting APA=300 in Washington (202-426-8521). The entire March issue of FAA World also will be devoted to the plan and will summarize the key sections. It comes to you free.

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## Faberman Gets No. 2 Legal Slot

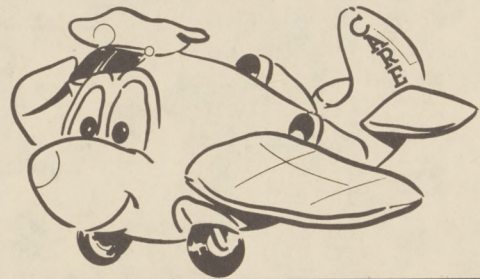
FAA's new Deputy Chief Counsel is Edward P. Faberman, a 12-year veteran with the agency's legal office. Prior to his appointment, he was assistant chief counsel in charge of the Regulations and Enforcement Division. A 1970 graduate of St. John's University Law School, Faberman joined FAA the same year as an attorney advisor in the Regulations Division. He became a deputy assistant chief counsel in 1976 and moved up to an assistant chief counsel in 1981. During his service with FAA, he was admitted to practice before the U.S. Supreme Court.

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## Savings Program Set

In response to the President's call for savings, a cost-reduction program with an FY '82 goal of \$18 million, has been instituted by the Department of Transportation. It's called CARE which stands for Cost Avoidance, Reduction and Efficiency.

The program is being monitored by the CARE Committee, which is composed of key officials from the Office of the Secretary. Within FAA, the Office of Management Systems is running the program and already has identified a number of CARE projects. They include reduced administrative telephone services, numbers of vehicles, lighting, travel (in excess of the five percent already cut), overtime and procurement of periodicals. Also under study are consolidation of redundant functions and decommissioning of unjustified equipment.



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## Saudi Arabia Jobs Open

The International Civil Aviation Organization (ICAO) has seven one- and two-year job assignments open in Jeddah, Saudi Arabia. Salaries for the jobs range from \$37,055 to \$51,495 with tax-free nets of \$26,970 to \$34,746 with dependents and \$25,094 to \$32,047 without dependents. The positions are: TA-81/158, job evaluation specialist; level 4/3; TA-81/159, director, stores and inventory control, level 5/3; TA-81/161, manpower planning specialist, level 4/8; TA-81/162a, contracts administration specialist, level 4/3; TA-81/163, director, administrative services, level 4/8; TA-82/186, public relations specialist, level 4/2; and TA-82/187, records management specialist, level 3/7. Applications for all positions are due in API-19 ASAP. Information about salary, duties, qualifications, applications and benefits is available at personnel offices.

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## Bloodmobile Coming

The Red Cross Bloodmobile is coming to FOB-10A, Room 5 ABC, on Feb. 9 and 10. Over 700 units of blood must be collected daily to maintain a safe, adequate blood supply for area patients. Employees may sign up with their office coordinators for a time to give blood between 9:30 a.m. and 3:30 p.m.

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## Ground School Scheduled

The FAA Flying Club will conduct an Instrument Pilot Ground School in Room 8 A&B in the FAA Building on Mondays and Thursdays, from 6:30 to 9:30 p.m., for seven weeks starting Feb. 8. For additional information and registration, contact Thomas Williamson at ext. 60986 or Ted Young at 569-1060 evenings.

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## Airport Administrator To Speak at Luncheon

William "Bill" Shea, Associate Administrator for Airports will be the guest speaker at the luncheon to be held by the Air Transport Subcommittee of the Society of Civil Engineers at the Channel Inn on Feb. 11. Shea's topic will be "The Role of Airports in 1982." For reservations and further information, contact Dick Harris, ext. 63905 or Jim Brunskill ext. 68590.

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## On Duty 24 Hours

When 5 o'clock rolls around and most headquarters employees are thinking about getting home, Communications Control Center (CCC) duty officers are just beginning the busiest part of the day. These

are the people who keep abreast of the agency's activities at headquarters during non-duty hours. They are on duty 24 hours a day and have access to the agency's decision-makers around the clock, and they keep the Administrator and his staff apprised of accidents, incidents, acts of air piracy, major disruptions or any other matter that requires top-level attention and response. The Center also provides agency managers with a global command and control system at all times and particularly during periods of accelerated activity. For instance, on January 13, James Davis, CCC chief, and duty officers Bob Wheeler and Carl Stanley activated the Aviation Command Center (ACC), also on the 10th floor of FOB-10A, as soon as they learned of the Air Florida Flight-90 crash. One of their first tasks was to brief the Administrator, who at the time was in the air making an approach to Washington National. As soon as the word had been passed to the Administrator, duty officers briefed the Secretary of Transportation, the National Transportation Safety Board (NTSB), the White House, the State Department, and the National Military Command Center. They also called the National Orthopedic Hospital and set up a communications link with the tower at Washington National Airport. The link was subsequently used by senior FAA officials on duty in the ACC and by NTSB. Following the accident, Wheeler, who had just come on duty when the crash occurred, worked 20 hours, Davis and Luke Weathers both continued on duty for an additional 10 and 8 hours respectively. The crew holding down the center was also assisted by Orville Brockman, who made it to the office in spite of the snowstorm and the closed 14th Street Bridge.



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# Headquarters Intercom

## The News in Brief

The National Transportation Safety Board has scheduled a March 1 hearing on last month's Air Florida accident in Washington, D.C., that claimed 78 lives. The Board plans to call about 30 witnesses during the hearing, including survivors, eyewitnesses, rescue personnel and aviation safety experts. The hearing will be held in the Washington suburb of Arlington, Va., and is expected to last about five days.

- Airline officials have been told that there will be capacity increases at 15 of the nation's 22 "pacer" airports this spring and summer. The increases will range from 5 to 10 at La Guardia to 52 to 104 at Atlanta Hartsfield. Increases in traffic will also be permitted at 15 of the 20 FAA en route centers. Those airports not scheduled for increases are: Chicago O'Hare, Cleveland, Dallas/Ft. Worth, Houston, Minneapolis, St. Louis and Washington National.

- Although expecting somewhat diminished attendance compared to last year, the Professional Women Controllers Organization will hold its 4th annual convention in the Washington, D.C., area at cherry blossom time, April 15-17. Headquarters for the get-together will be at the Imperial 400 Hotel in Alexandria, Va. Elections and the annual business meeting will be held on April 17. Registration and hotel information will be mailed to members (See page 2)

## Flight Safety Foundation Reports: ATC Safe System

"On an overall basis, the present ATC system has an equivalent level of safety to the pre-strike system." This is what an independent Flight Safety Foundation task force concluded after 120 days of appraising the post-strike ATC system and interviewing pilots and other air-space users, as well as controllers, supervisors and managers. The report confirms the findings of a previous investigation by the National Transportation Safety Board. FSF investigators found, "An overwhelming majority of pilots interviewed reported that the ATC system is 'better than before' and 'It's a pleasure to fly'." The task force also noted that predictions of controller fatigue have not been realized. "Excellent morale," the investigators suggested, appears to have reduced factors leading to stress and fatigue. The high morale contrasted with a pre-strike work environment of "bickering, abusiveness and continual harassment of controllers and supervisors," the report states. On the subject of controller proficiency, the report states categorically, "No evidence was found to support allegations of unqualified personnel controlling traffic" and added that, "on the average, the present controller workforce is judged to have equivalent proficiency when compared to the pre-strike staff." (See page 2)

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## News in Brief (From page 1)

sometime in February. • The women's pilot organization, the Ninety-Nines, has taken over sponsorship of the U.S. Precision Flight Team from the Aircraft Owners and Pilots Association's Air Safety Foundation. AOPA had picked up the sponsorship of the team when the National Pilots Association went out of business. The Precision Flight Team is chosen annually through local and regional events. Winners represent the United States in international competition.

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## Flight Safety (From page 1)

Investigators also examined the question of rehiring fired controllers, but concluded that severely strained personal relations between strikers and non-strikers make cooperation, coordination and trust between the two groups "virtually impossible." Therefore, the report recommends that "the government should stand firm in refusing to bring the striking controllers back into the ATC system."

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## First Color, Weather Radar Delivered

It's been on the evening news for some time, and now color weather radar is coming to the en route centers and key flight service stations in the contiguous 48 States. The first unit—known as the Radar Remote Weather Display System—is scheduled to be delivered in early February to the FAA Academy for maintenance technician training.



The first field delivery in mid-March will go to the Albuquerque Center, which will receive the processor and display subsystems, with the digitizer installed at the Garden City, Kan., long-range radar site to feed data back to the center. By March 1983, digitizers will be in place at 134 radar sites throughout the country, including 77 National Weather Service radars, and the processors and displays will be in all the 20 domestic en route centers and 44 flight service stations involved in the En Route Flight Advisory Service program. The TV-like displays will show the location, size and intensities of various weather phenomena. Six different colors will be used to differentiate between storm intensities, beginning with light yellow and progressing to dark red to indicate severe turbulence with high winds, large hail and lightning. National Weather Service meteorologists will monitor the displays and keep controllers continuously advised of weather changes, particularly those that might pose a hazard to flight.

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## Super Bowl Plan on Target

The final score now is in on Super Bowl XVI in Detroit, and it shows that FAA came out a winner along with the 49ers. In fact, the IFR reservation program for general aviation pilots flying to the game worked so well that it will be used as a model for the Indianapolis 500 and the Kentucky Derby, both scheduled for May. Despite an ice storm and other adverse weather, close to 1,000 extra IFR flights were handled at the Cleveland Center and the 12 Detroit-area airports during the five-day period covered by the plan. Throughout this time, traffic flowed smoothly and there were no tie-ups.

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## Performance Levels Used in New Controller System

The agency has adopted a new "structured staffing" concept for air traffic control facilities and expects to have it fully implemented by Oct. 1. Under the new system, there will be three basic controller performance levels--the flight data specialist, the nonradar controller and the radar controller. The Air Traffic Service currently is establishing permanent flight data specialist positions that include the performance of assistant controller functions, clearance delivery and dynamic simulation (DYSIM) pilot duties. The nonradar controller will perform such services as manual control, ground and local control and nonradar approach control. The radar controller will perform the full range of radar control duties, flow control and all other controller functions. En route centers and busy radar towers will require all three categories, whereas smaller or specialized towers will require only one or two. Emphasized in the order explaining the new system is the fact that progression to radar controller will be competitive. The new system will assure that the best-qualified people will reach the top-level positions. It also will result in each person being paid according to the function he or she is performing and should cut training costs.

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## NTSB Safety Stats Out

The National Transportation Safety Board has changed the way it categorizes commercial aircraft accidents, with the result that 1980 and 1981 were even better safety years for the scheduled airlines than we had thought. Under the new system, the June 1980 Air Wisconsin accident and the January 1981 Cascade Airways

crash now are listed in the commuter category, so that means the scheduled carriers operating under FAR Part 121 had no fatalities in 1980 and only four non-flight-related, single-person accidents in 1981. And the Board noted that: "The large airlines' total and fatal accident rates remained far below their rates of a decade ago. In 1972, both rates were roughly twice those recorded last year. The trend since then has been steadily downward." The commuter air carriers just about held their own in 1981, according to the Board's statistics. They had nine fatal accidents with 35 deaths as compared to seven and 36 the previous year. Conversely, on-demand air taxis had fewer fatal accidents (34 vs. 42) but more fatalities (95 as opposed to 88). Meanwhile, the Board's official figures show general aviation had 1,265 fatalities in 1981, which is one more than the 1980 total. The number of fatal accidents, however, went up from 629 to 662.

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## Five Jobs Open

The International Civil Aviation Organization has five two-year job openings--four in Montreal and one in Cairo. The Montreal openings include a statistical officer, (PC-47/81); Language Officer--Interpreter/translator--Russian, (PC-48/81); Language Officer--reviser--Russian, (PC-50/81); and Language Officer--reviser--French, (PC-49-81). The Cairo opening is for a technical officer, (PC-51/81). Salary for all positions is \$38,167 with a tax-free net of \$25,672 to \$27,612. Applications for all positions are due in API-19 by Feb. 18. Information about salary, duties, applications, qualifications and benefits are available at personnel offices.

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## Airport Security Improved

The agency has cited an FAA/ Industry Task Force that improved law enforcement support for airline passenger screening at airports and came up with innovative concepts for security, which could save airports as much as \$45 million annually. In ceremonies held in St. Louis, Deputy Administrator Fenello presented Superior Achievement Awards to task force members: John M. Hunter and David C. Leach of the Office of Civil Aviation Security and to Monte L. Belger of the Great Lakes Region. At the same ceremony, the deputy presented Distinguished Service Awards to task force members from industry: Charles R. Coker, Ozark Airlines; Joseph L. Schmit, American Airlines; Robert T. Bauter, Republic Airlines; Bailis F. Bell, Wichita Airport; Milton R. Wuerth, Omaha Airport; and Doyle R. Reed, Memphis Airport.

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## ATC Test Scheduled

The Air Traffic non-competitive test will be given on Feb. 26 at the Office of Personnel Management, 1900 E St., N.W. Pre-test orientation sessions will be held on Feb. 16, 17 and 19 between the hours of 5:00 and 8:00 p.m. in conference rooms 8 ABC at FAA headquarters, FOB-10A. An additional pre-test orientation will be held on Feb. 20 in rooms 5 ABC between 10:00 a.m. and 2:00 p.m. Applicants must submit an SF-50 and SF-171, (DD-214 for veterans only), as soon as possible to:

Ms. Annette Baldwin, AEA-14.5  
DOT/FAA

JFK International Airport  
Jamaica, N. Y. 11430

## Seminar to Strengthen Your Professional Image

The Women's Task Force, Office of Civil Rights, is sponsoring a workshop for all employees on How to Strengthen Your Professional Image, Feb. 11 in rooms 6AB from 12 noon to 1 p.m. Guest speaker will be Martha Schmendeman, President of the Washington Chapter of the Women's Transportation Seminar.

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## Flyer Is Misleading

For the record, the flyer that was circulated in FOB-10A last week saying that the Individual Retirement Account Session held Feb. 3 was sponsored by FAA was incorrect. The session, as reported in the Jan. 18 Intercom, was sponsored by the FA Club.

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## Awards and Rewards

Prior to January 1982, Washington headquarters had 15 employees with more than 40 years Federal service. As a result of the January wave of retirements, that number has been reduced to 10. The five retirees with 40-or-more-years service were Helen J. MacIntyre, AAM; Donald W. Tisdale, ARD; Henry D. Williams, ACS; Mary D. Brooks, APT; and Comer F. Jones, AAF. Fourteen other headquarters employees retired during January. They were Victor M. Vanderpool, ATF; David G. Spokely, ARD; Merrill G. Smith, AAT; Frank O. Milzman, Beverly B. Shaw, Robert E. McKim, and William T. Gates, AFO; John R. Podbreger, Russell L. Newland, Jr., W. B. Driver, and Dorothy B. McGhee, AAF; Joan O. Pinnix, AAS; Rosario A. Milograno, ALG; and Harry L. Lamb, APP.

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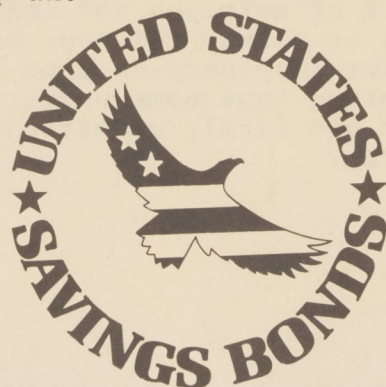
# Headquarters Intercom

## Furloughs Seen Necessary

As a result of substantial reductions in its Fiscal Year 1982 budget, the agency has decided to furlough approximately two-thirds of its employees for 12 working days --one day per pay period--beginning in April and running through September. FAA is not the only agency caught in the budget squeeze. Most non-defense agencies will be forced to take personnel actions to reduce FY 1982 spending to authorized levels. Many are choosing furloughs in preference to wholesale reductions in force. About 30,000 of FAA's 44,000 employees will be affected by the furloughs. Basically, all employees in the operations and the research and development categories will be affected, except for those actively engaged in working air traffic and their immediate supervisors, as well as those involved in controller training. The furloughs will have no effect on time accrued toward retirement or on health benefits. Employees slated for furloughs will be notified individually and given further details of the plan.

## '83 Budget Picture Brighter

The President's Fiscal Year 1983 budget request promises better days ahead for FAA employees, with a proposed increase of \$836 million over the FY 1982 funding level. Two major programmatic thrusts are included in the FY 1983 budget. First, the budget contains sufficient funding and positions for the air traffic recovery program on the two year time schedule previously announced by the Administrator. Secondly, the significant higher funding levels for the Facilities and Equipment and the Research and Development appropriations represent the Administration's commitment to modernize the air traffic control system in accordance with the recently released National Airspace System Plan. The Operations appropriations amount of \$2.6 billion, which pays salaries and other operating expenses is increased by \$331 million, primarily attributable to additional air traffic controller positions and the increased cost of doing business. The Facilities and Equipment amount of \$725 million (from the Trust Fund) primarily provides for the first year of a multi-year initiative to update obsolescent, labor-intensive facilities with new, solid-state equipment. Major items included are: flight service station automation and modernization program; implementation of the improved Direct Access Radar Channel (DARC); modernization and improvement of air traffic (See page 2)



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## Budget

(From page 1)

control centers and towers; enhancements to the Direct Access Radar Channel equipment and airport surface detection equipment; new fuel-efficient flight inspection aircraft. The Research, Engineering and Development amount of \$134 million (from the Trust Fund) provides for the development of advanced automation systems, modernizing and acquisition, processing, dissemination and display of weather information, and reducing mid-air collisions. The emphasis of this program is to provide the capacity to accommodate post-1990 air traffic demands at the highest level of safety, and to increase system productivity. The Grants-in-Aid for Airports (from the Trust Fund) amount of \$450 million provides for airport development and planning. The Administration will propose an Airport and Airway Improvement authorizing legislation in conjunction with the 1983 budget. This legislation provides for increased aviation user fees and will authorize deposit of receipts into the Airport and Airway Trust Fund to finance those appropriations mentioned above, and \$2.0 billion of the Operations appropriation budget. The higher tax levels proposed in the legislation will allow financing \$300 million of the \$725 million F&E request, \$24 million of the \$134 million R,E&D request, and the \$450 million for airport development and planning in both FY 1982 and FY 1983.

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## Open Season Considered

Federal employees may have a chance this spring to change their medical insurance, if they wish. The Office of Personnel Management is consider-

ing an "open season" on the Health Benefit Program in May and will hold a public meeting in Washington February 22-23 to discuss the pros and cons of the idea. If held, the open season would run from May 3 through May 28, and enrollment changes would be effective on the first day of the first pay period in July. Requests to make oral presentations at the hearing must be submitted by February 18 to Kevin Burns, Assistant Director for Insurance Programs, Compensation Group, Room 809, OPM, 1717 H Street, NW, Washington, D.C. 20415. Written comments may be submitted before the hearing to the same address.

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## Administrator Asks Colleges For Aviation Curriculum

The Administrator has asked the nation's colleges and universities to help train future managers and engineers for the FAA and other aviation organizations: "In FAA as well as in other elements of the aviation industry, there is a continuing need for well-trained people for both technical and managerial positions," he said. "I believe that American colleges and universities can play a significant role in preparing people to fill our needs. Toward that end, I am proposing establishment of a curriculum that we believe would enable us to broaden our base of recruitment and enhance development of our work force." The Administrator said the curriculum should provide a basic foundation in the general elements of aviation and lead to degrees in airway science. His letter asked for responses as soon as possible, noting that some universities already are firmly committed to such a program.

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## More Airports Than Ever

There are more airports in the U.S. today than ever before, but the number open to the public continues to decline. An end-of-the-year facility count showed 15,476 airports, heliports and other landing facilities available to civil aircraft in 1981, an increase of 315 from the previous year. However, the number of facilities open for public use dropped by 229 to 6,290. Of the total landing facilities, 771 are served by certificated air carriers. As far as landing facilities in individual states is concerned, Texas leads all the rest. If a pilot wants to land in Texas, he has 1,431 places to choose from. Other states in good shape, are Illinois with 929, California 832, Pennsylvania 698 and Alaska 689.

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## FAA Cites Space Pilots

The agency has presented its Distinguished Service Award to Astronauts John W. Young and Robert L. Crippen who flew the space shuttle, "Columbia" on its first trip into space. The citations accompanying the silver medals said: "This award is being bestowed in recognition of their outstanding contributions to aviation as crew of the space shuttle. Both of them displayed unusual courage and the highest degree of professionalism throughout the first space flight, reentry, and successful landing of the shuttle. Their accomplishment on behalf of aviation progress was of broad public interest to all Americans, as well as the international aviation community." The awards were presented by the Administrator during a speaking engagement in Houston on February 4.

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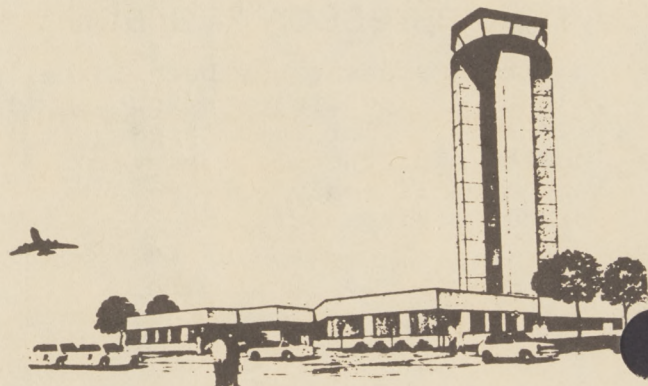
## Montreal, Mexico Jobs Open

The International Civil Aviation Organization (ICAO) has three job openings in Montreal and one in Mexico City. The positions in Montreal are: PC 52/81 Technical Officer, P-2; PC 53/81 Language Officer (translator), P=3; PC 54/81 Technical Officer, PEL/TRNG, P-4. In Mexico City, the opening is for a Technical Officer, MET, P-4. Applications for all jobs are due in API-19 by April 1. Information about salary, duties, and benefits is available from personnel offices.

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## Agency Assisted First Woman Airline Pilot

One of the first women pilots to fly for the airlines got her job through FAA--sort of. First Officer Bonnie Tiburzi of American Airlines told an interviewer recently that she was working as a charter pilot in Florida and having no luck landing a job with the airlines until a "sympathetic male bureaucrat in the Federal Aviation Administration" heard about her plight and called her up to say American was hiring. Unfortunately, the bureaucrat's name wasn't mentioned in the article so, like the Good Samaritan in the Bible, he remains unidentified.



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## Telephone Directory Coming      Safety Courses Offered

The new Department of Transportation telephone directory is now scheduled to be distributed in the first week of April. Although there will be slightly fewer entries than the 10,432 in the current July '81 directory, there will still be close to 10,000. Employees are asked to check the alphabetic listing in the current phone book to make sure they're included and contact the Office of the Secretary, M-482 if they're not. The design will be similar to the current book, but it will be printed in green on light green stock. In the future, DOT employees can expect a new directory every four months.

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## Leave Chart in Error

Several mistakes have been found in the FAA Leave Chart for 1982. In the month of November, the last line of dates is incorrect. This line should read 28, 29 and 30. In December, the 31st day is omitted. January days 9 through 15 should be deleted, since the leave year ends January 8. Also the chart title should read, January 10, 1982 - January 8, 1983. A revised chart is currently on order and should be available in April.

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## Air Compressor Available

An air compressor has been installed in the "A" level garage for people with low or flat auto tires. It is located near the small elevator lobby and is ready for use during normal working hours.

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:

- o Investigation of Accidents
- o Principles of System Safety Management

- o System Safety Engineering

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 this term will run from March 15 through May 6, meeting 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 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.

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## Sci-Fi Films Scheduled

Two space-fiction films are scheduled to be shown this month at the Air and Space Museum's Langley Theater. Both films begin at 7:30 p.m. and admittance is free. The Feb. 20 film, "Marooned," is about the rescue of a U.S. manned spacecraft trapped in orbit. The stars are: Gregory Peck, Richard Crenna and David Janssen. On Feb. 26 a parody of science-fiction films, called "Dark Star," complete with all the cliches, will be shown. "Dark Star" was produced by and stars drama students from the University of Southern California.

February 1972

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Public Affairs  
APA-300

FAA Headquarters  
Washington, D.C.  
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Please check these draft INTERCOM articles for accuracy. If you think an item should be changed or killed for policy reasons, call (or, in my absence, Dennis Feldman) on 63883 BEFORE 12 noon.



U.S. Department  
of Transportation  
Federal Aviation  
Administration

CHARLES A. MURCHISON  
Assistant Administrator  
Public Affairs

# Headquarters Intercom

## THE NEWS IN BRIEF

Transportation Secretary Drew Lewis will testify March 3 on Capitol Hill in support of proposed legislation to increase premium pay for controllers and others involved in the operation and maintenance of the air traffic control system. The one-day hearing has been called by the House Post Office and Civil Service Committee, which has been considering legislation since its introduction last fall. The committee already has heard testimony from the FAA Administrator and other key agency officials.

• The new control tower at Philadelphia International Airport will be dedicated April 30, with the FAA Administrator delivering appropriate remarks. Controllers moved into the 10-story Welton Becket structure, across the field from the old tower, on Dec. 4. Among the advantages of the new facility is that it affords controllers an unobstructed view of all operational areas, which is something they didn't have in the old tower. Construction of a parking garage on the airport had blocked their view of one crosswind runway.

• Former Pacific-Asia Region Director O. Ziegler has retired to the good life in Honolulu with one final reminder of FAA's appreciation for his dedicated service. The

17-year FAA veteran was presented the agency's Distinguished Service Award in recognition of his career contributions to (See page 2)

## FAA TOUGHER ON CURFEWS

The continued spread of airport curfews and other airport use restrictions "could cripple our air transportation system and stifle this nation's economic development." That's the view of the FAA Administrator who told an SMU Air Law Symposium on Feb. 18 that the agency will take a stronger stand against airport curfews and other restrictions in the future. First of all, he said, the agency will "intervene positively" in cases where airport use restrictions are under consideration to help the communities find better ways of achieving noise reduction. However, in cases where communities are unwilling or unable to provide a rational solution, he noted that the agency will initiate legal action, if necessary, to prevent the loss of valuable airports. That contrasts with the present FAA posture of waiting for private parties to bring suit. In addition, the Administrator noted that the agency's Chief Counsel is drafting comprehensive legislation that would make local airport use restrictions subject to FAA "review and approval." He said he expects the legislation will be ready for introduction as early as this summer.

NEWS (from page 1)

the cause of aviation safety. A former controller who worked his way up through the ranks, Ziegler was made Director of Pacific-Asia Region in 1976. • Employees planning to visit the Aeronautical Center in Oklahoma City should contact Student Housing Services (FTS 8-749-2551) to see if FAA rooms are available before making reservations in commercial hotels. The center has contracted for a number of rooms around the city to assure that trainees at the Academy will have a place to stay. When these rooms are not occupied by trainees, they are available to other FAAers.

ADMINISTRATOR VIDEOTAPE OUT  
NATIONAL AIRSPACE SYSTEM PLAN  
The Administrator has videotaped a one-hour and 45-minute presentation for FAA employees describing the National Airspace System Plan. Sets of the three-part tape are being sent to all en route centers and to each regional and center director who will arrange for distribution to other field offices and facilities. Part One of the videotape provides a historical perspective of the 40-year evolution of the ATC system, describes future demands on that system, details the approach used in developing the plan, and highlights the Plan's sections on en route and terminal air traffic control. Part Two covers flight service stations, the ground-to-air system, interfacility communications, auxiliary systems, and the ATC computer modernization. Part Three addresses improvements in weather services, outlines major system decisions on which the plan is based, and describes the results anticipated from implementation of the plan between now and the year 2000.

#### FURLOUGHS AFFECT LEAVE BUT NOT HOLIDAY PAY

If the program to furlough most FAA employees for 12 days over a six-month period goes through as planned, employees will lose the amount of annual and sick leave normally earned in one pay period. In other words, they will lose 1/26 of the annual and sick leave they normally would earn this year. Here's the way it works for full-time employees: When an employee has accumulated 10 furlough days that means he or she has been off the job for one full pay period. Accordingly, he or she loses four hours of sick leave and four, six or eight hours of annual leave, depending on the employee's longevity. On the other hand, the plan to furlough employees will have no effect on paid holidays as long as employees do not schedule furlough days both immediately before and after the holiday. In other words, you can't take off both Friday and Tuesday in conjunction with a long holiday weekend. However, furlough days can be scheduled either before or after holidays and the employee will still be paid for the paid holiday. So, you can make your long weekends longer by the discrete scheduling of furlough days, but don't try to make the weekend too long or it will cost money.

#### NO BACKPAY FOR FORMER WG EMPLOYEES

As a result of a recent Supreme Court decision, Wage Grade employees who moved from the WG to the General Schedule (GS) pay system will not be eligible for backpay as a previous Court of Claims ruling indicated. The Supreme Court ruled that the new salaries of WG employees promoted to GS positions should not include a two-step increase for the GS grade to which promoted. The lower court previously had ruled that the two-step increase should be included.

#### FURLOUGH NOTICES ISSUED

On February 17 all FAA employing jurisdictions were authorized to begin issuing proposed furlough notices. In Washington headquarters notices will be distributed by each office service within the next two weeks. Notices of proposed furlough must be distributed at least 30 days before the furlough begins and each employee is entitled to reply within 15 calendar days from the date they receive the proposal. The furlough will begin for all employees on the pay period which starts April 4, 1982.

#### USE DOT FORM FOR DIRECTORY CORRECTIONS

As we reported last week, the new Department of Transportation telephone directory is scheduled to be issued this spring. To get a name listed or deleted from the directory, employees should fill out DOT Form 1700.1, and send the completed form to M-482. Do not call this office directly.

#### "MONEY" SEMINAR SCHEDULED

All employees are invited to attend a "Money Management in the 80s" seminar to be held at 12 noon, March 12 in room 5 AB of FOB-10A. The guest speaker will be Gail Young, Director, Office of Financial Management, OST.

#### GRAPHICS OFFICE TO CLOSE

Effective March 1, 1982, the OST Graphics Office located on the 5th floor in FOB-10A will be closed due to OST personnel reductions. All FAA graphics requests, however, will continue to be processed by AMS-110 in room 607. Graphics requests that are routine in nature and require no consultation will be sent directly by messenger from AMS-110 to the DOT Building. But customers with complicated requirements or short deadlines will be advised to hand-carry their materials to the DOT Building, room 3438, where they can confer with OST graphics personnel. The point of contact for specific information is Jim Spart, M-486, x69733.

#### LIBRARY HOURS CUT

Because the DOT library staff has undergone a reduction in force (RIF), the branch library in FOB-10A will reduce its hours of operation. Beginning Feb. 22 the library will be open from 10 a.m. to 3 p.m. The DOT Headquarters library has been on this schedule since October.

#### TEMPORARY CAB PLANNED

The agency has awarded a \$320,741 contract to Golden Construction, Inc., of Annandale, Va., to build a temporary tower cab at Washington National Airport. The temporary tower will be on the roof of the terminal building beside the present cab. The six-sided structure is scheduled to be completed in mid-October, and it will serve as the tower cab for the airport while the present 30-year old cab is being torn down and replaced. Work is also being done to upgrade the TRACON room and related facilities at the base of the National tower.



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## The News in Brief

The FAA Administrator has asked President Reagan's science advisor to establish a special panel to review the agency's 20-year National Airspace System Plan. The purpose of the review will be to confirm the integrity of the plan or identify areas of doubt with suggestions for resolving these doubts. The Administrator said he hopes to have the panel's report before May 31.

- In a move that will save the agency more than half a million dollars a year, all entrance-on-duty (EOD) processing for newly hired air traffic control trainees now will be done at the Mike Monroney Aeronautical Center in Oklahoma City. Processing will include all appointment paperwork, ID cards, briefings on benefits as well as travel, housing and student services. Travel orders, advances and voucher processing also will be handled at the center. Preemployment processing, commitments, facility assignments and T&A cards will remain regional responsibilities.
- The agency will hold a public meeting March 18 in Washington, D.C., to explain the new aircraft certification directorate organizational structure, which became fully operational this month. Essentially, the directorate system is a development of the "lead region" concept in which the region with the greatest expertise in a particular certification category was made responsible for all related certification activities.

## Atlanta and Albuquerque Named Top Sectors

Airway Facilities technicians at the Atlanta NAS Sector and the Albuquerque ARTCC Sector can walk a little taller for the next 12 months because their on-the-job performance has won them Sector of the Year Awards. The Albuquerque sector was selected because of demonstrated all-around performance, whereas the Atlanta sector got the edge because its reliability in the maintenance of major equipment remained consistently higher than the national average throughout the rating period. However, sector chief James G. Bryant said the sector was selected because "very outstanding people at all levels are pulling together." In all, 19 sectors were evaluated on the basis of facility performance, manpower/workload factors and general sector management. The quality of overall performance during the past year was found to be extremely high. The national winners were selected from the following regional winners: Rocky Mountain - Pierre, S.D., NAS and Denver ARTCC; South west - Austin, Tex., NAS; Southern - Atlanta ARTCC; Eastern - Harrisburg, Pa., NAS and Washington ARTCC; North west - Seattle NAS and Seattle ARTCC; Great Lake - Minneapolis NAS and Minneapolis ARTCC; New England - Bangor NAS and Boston ARTCC; Pacific - Maui NAS and Honolulu ARTCC; Western - Lancaster, Calif., NAS and Los Angeles ARTCC; and Central - Grand Island, Neb., NAS.

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## First Solid-State VOR Delivered to Academy

The first of the new solid-state VOR radio navigation aids has been delivered to the FAA Academy in Oklahoma City where it will be used to train A.F. technicians who will maintain this equipment. The initial class will begin March 11, and the first field unit delivery is scheduled for April at Hallsville, Mo. A total of 950 of the solid-state VORs and VORTACs, whose radio signals guide pilots from one ground station to the next, are on order from ITT Avionics in Nutley, N.J., and Northrop Wilcox, Kansas City, Mo. These units will replace vacuum-tube equipment currently in use. The solid-state units will be cheaper to run because they use less power and cheaper to maintain because their transistors and other solid-state components last longer than vacuum tubes. Also, the units can be monitored from a central location, which will eliminate unnecessary inspection trips to remote sites. All in all, the annual savings is estimated to be about \$30.2 million. All 950 of the new units are due to be delivered before the end of 1984.

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## The Pilot Was Impressed

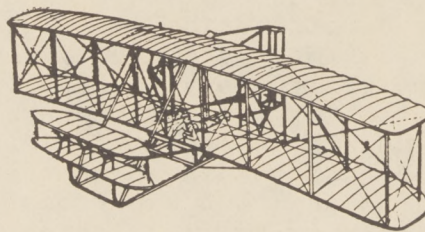
A pilot lost on top of cloud cover and low on fuel got a free instrument flying lesson recently from a pilot instructor who also is a controller in the Kansas City en route center. Jack S. Reynolds took over control of the troubled aircraft after the pilot contacted the center and declared an emergency. Using his most patient flight instructor's manner, Reynolds calmed the distraught pilot, told him how to use the artificial horizon for a planned descent and provided him with the necessary power settings and other information designed to bring the

aircraft down at the Buffalo, Okla., airport. When direct radio contact was interrupted, he arranged to communicate through the pilot of another aircraft in the vicinity, and together they guided the lost pilot to the runway threshold and a safe landing. The pilot who acted as the middleman in the flight save expressed his admiration for Reynold's performance by saying, "I'm impressed that you were able to do that." During the month of January, 107 flight assists were reported. Flight service stations were responsible for 45 of these, while terminal facilities accounted for 39, and centers handled 23. There were 193 persons on board the aircraft involved.

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## Some Flexitime Still O.K.

The legislation that allows experimental Alternate Work Schedule (flexitime) programs runs out March 29. Although legislation to make this experimental program permanent is currently being considered by Congress, the Department of Transportation plans to terminate those flexitime programs that allow employees to work 40 hours in fewer than five days, effective March 20. On the other hand, flexitime programs that allow employees to schedule the starting and ending times of their eight-hour workday, within prescribed limits, will be continued.



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## APT Suggests Review of FEGLI Form

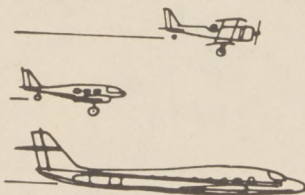
The Office of Personnel and Training recommends that employees review their Federal Employee Group Life Insurance (FEGLI) designation of beneficiary forms, particularly if they signed up for additional optional insurance last year and did not alter their beneficiary form. Those wishing to review the form on file, or obtain a new form, should contact their personnel offices. However, employees do not have to file a designation of beneficiary form if they are satisfied with the order of precedence outlined in the FEGLI law. The law provides for the following order of payment:

- widow or widower;
- children, including descendants of deceased children;
- parents;
- executor or administrator of the estate;
- next of kin

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## Montreal, Lima Jobs Open

Two-year jobs with the International Civil Aviation Organization are now open in Montreal and Lima, Peru. The Montreal openings are for a document control officer, P-3, PC-56/81, and a technical officer, communications, P-4, PC-59/81. The Lima position is for a technical officer, rules of the air, search and rescue, P-4 PC-58/81. Applications for all jobs are due in API-19 by April 9. Information about salary, qualifications, applications and benefits is available at personnel offices.



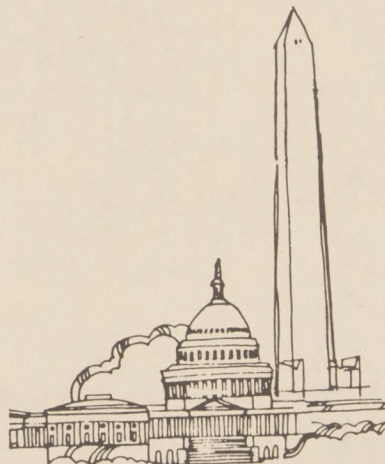
## Furlough Schedulers Should Watch Holidays

Here's a list of government holidays between April and the end of September that might be useful to supervisors in planning furlough schedules. There are three paid holidays in that period. Monday, May 31; Monday, July 5; and Monday, Sept. 6. Furlough days, of course, cannot be taken on these days. Also, as explained in a previous Intercom, holiday pay will be lost if the weekend is lengthened by scheduling furlough days on Friday and Tuesday, both immediately before and after the holiday. This could presumably be done with the May 30 and Sept. 5 holiday weekends since they fall between pay periods, but the extra long weekend would cost a full day's pay.

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## B-757 Makes First Flight

The Boeing 757 twin-jet made its first flight on Feb. 19, beginning a 10-month flight test program leading to FAA certification. FAA pilots and engineers from the Northwest Mountain Region's Aircraft Certification Division are expected to make their first flight in the new "twin" sometime in April. In all, over 100 FAA employees will be involved in the certification process. Eastern Air Lines is scheduled to receive the first 757 in December, following certification.



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## AAM Will Measure Cholesterol Levels Free

Employees wishing to have their cholesterol concentrations measured without charge should leave names and phone numbers on the special list in the FAA Clinic, room 327. Those doing so will be scheduled on a first-come, first-served basis and will be notified of their appointment. Obtaining the blood sample will require no more than five minutes. Within ten days confidential reports will be sent to persons participating in the program. Additional information is available in a rack in the reception area of the clinic.

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## Those FOB-10A Blues

My office is the coldest place in the building. In the summer, it's the hottest. I don't even have a window to look out to see if it's raining. I could use a new rug on the floor..... The water fountain outside my office has been stopped up for the past five years and the water is a sickening brown. The cleaning ladies on my floor apparently live in the rest rooms and there's always a "Closed" sign on the door. Those are my letters and bill payments you see stuck in the mail chute. Somebody keeps stealing my phone book..... The elevators I ride on stop at every floor and then skip mine. The computer in the credit union breaks down when I get to the window. I can't find a cover for my coffee cup in the cafeteria. The dollar changer in the snack bar won't take my bills. I can't get a parking spot in the garage..... Life's sure not easy in FOB-10A. And it's harder on me than the rest. If something bad happens, it happens here first. But I'm not the type who complains.

## Stress Investigated

All employees are invited to attend a seminar entitled "Stress and How to Manage It," sponsored by FAA's Federal Women's Task Force. Michael Steirs will be the principal speaker at the seminar to be held at 12 noon, on March 24 in room 5 AB of FOB-10A.

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## Awards and Retirees At Washington National

Washington National Airport has presented Outstanding Performance Awards to: Kenneth C. Jacobs, Paul F. Michaels, Jacqueline R. Millard, Gary L. Willey and Joseph M. Whitsell; Quality Performance Awards to: Diana K. Rogers and Claire E. Nolan; and Special Achievement Awards Robert E. Byrnes,, Paul R. Kulp and James L. Anderson. Also, the following employees have retired from Washington National: Frank N. Sciarrino, Ginevra Fields, David F. Russ, James M. Fuller, William R. Bracey and Barbara J. Wilson.

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## Awards and Rewards

The Office of Budget has presented a Quality Within-Grade Increase to Billy O. Riffe and a Special Achievement Award to Gerald G. Froelke.

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## Seminar on March 9

The "Money Management in the 80s" seminar announced in last week's Intercom will be held at 12 noon on March 9, not on March 12. It is still scheduled to be held in room 5 AB of FOB-10A.



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

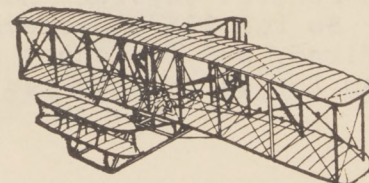
# Headquarters Intercom

## The News in Brief

There's no plot to speak of, no surprise ending and no cast of characters whatsoever, but the FAA's National Airspace System Plan is experiencing brisk sales nevertheless. In the first month after its release at a Jan. 28 public briefing in Washington, the agency sold approximately 800 copies of the 450-page document at \$9.75 a copy. FAA employees, however, will be getting a free mini version of the plan this month when the March FAA World arrives in the mail. The entire 32-page issue is devoted to the plan and its effect on FAA people. ● Installation of the Tech Center's low-cost marking and lighting system for unpaved airports was recently completed at the Jennings, La., Municipal Airport. This is the first airport outside of the Atlantic City area to get the FAA system. Other airports where it is currently being installed are Gadabout Gaddis Airport, Bingham, Maine, Columbus Municipal Airport, Columbus, N.D., Camp Verde Airport, Camp Verde, Ariz., and Elliott Field, Clinton, Mo. ● Senator Howard Cannon, the ranking minority member on the Senate Commerce Subcommittee on Aviation, wants legislation passed that would block the release of a cockpit voice recorder (CVR) transcript for 60 days after an accident. The Democratic Senator from Nevada told his colleagues that the transcript should be released (See Page 2)

## DOT Secretary Lewis Asks for Controller Bill

DOT Secretary Lewis has asked Congress to expedite the enactment of legislation that would increase premium pay for controllers and others involved in the operation and maintenance of the air traffic control system. Testifying before the House Post Office and Civil Service Committee, he urged Congress to "recognize now the extraordinary performance of the FAA workforce during these difficult times and provide the FAA with the necessary tools to rebuild the system in a timely manner." During his March 3 appearance on Capitol Hill, he pointed out that the proposed legislation provides for the same 6.6 percent average pay increase that he had agreed to in the pre-strike negotiations. In summing up the current situation, he said, "The controller strike is behind us, but the need for many FAA employees to continue their diligent work efforts remains with us. Further, our efforts to rebuild the air traffic control system continue. The special controller proficiency pay, pay for training in excess of 40 hours, and the reemployed annuitant provisions of the legislation will aid us in rebuilding the system."



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## News Briefs (From page 1)

by the National Transportation Safety Board only after other factual data about the accident have been uncovered. Under his proposal, CVR transcripts still would be immediately available to accident investigators and to the airline involved. • The Office of Management and Budget (OMB) has reversed a decision to close 45 National Weather Service stations. The projected economy move would have shut down 25 full-time weather stations and 20 others on part-time schedules. The plan was sharply criticized by aviation groups who felt that the closings would prejudice aviation safety. OMB reversed its decision to close the stations after the Department of Commerce, parent agency of the Weather Service, promised to achieve savings in other, less safety-oriented programs.

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## FAAers Not Alone — All Feds Face Squeeze

According to the Office of Personnel Management (OPM), FAA employees facing furloughs are by no means the only Federal workers feeling the budget squeeze. During the past four months, 4,700 Federal workers have been fired or RIFed, and an additional 2,700 have received RIF notices. Hardest hit by the RIF were employees in the Public Health Service, Department of Labor, Department of Agriculture, ACTION, Consumer Product Safety Commission, Department of Transportation and the Environmental Protection Agency. For example, 125 employees in the Office of the Secretary of Transportation were RIFed on Feb. 28. Also hard hit by the money squeeze is the General Services Administration. So far 235 employees have been fired, and furloughs are planned for later this year.

Although most organizations have not yet announced their furlough plans, so far an estimated 42,000 Federal workers face potential furloughs this summer. OPM itself has given layoff notices to 200 staffers and has announced plans to furlough most employees for up to 22 days beginning at the end of this month.

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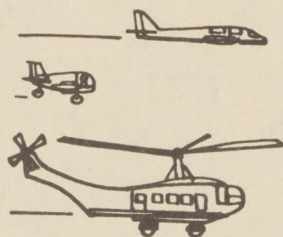
## Another FSS Site Selected

The agency has picked the Bridgeport-Stratford, Conn., area as the location for one of the 61 automated flight service stations that will comprise the future system. The facility will be situated at the Sikorsky Memorial Airport, which is owned and operated by the City of Bridgeport, Conn., although actually located in Stratford. FAA now has selected four of the 61 automated FSS sites. Those previously announced are Terre Haute, Ind., Green Bay, Wis., and Dayton, Ohio. The 10,000-square-foot FSS facility at Bridgeport-Stratford will be built by the airport operator and leased to FAA. It is expected to be operational in 1985 and will consolidate the present FSSs at Boston's Logan Airport and Bradley International Airport, outside Hartford, Conn. The agency's program for modernizing and consolidating the flight service station network is a key element in the recently announced National Airspace System Plan. The automated FSS system will provide improved services to pilots and greatly reduced costs.



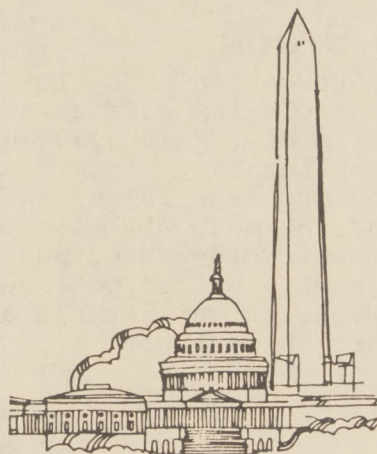
## Center Sectors Reshaped

One of the results of the controllers' walkout last August is that the en route sector maps will never look the same again. Teams of air traffic controllers from Washington Headquarters, the regions and individual facilities have been working for several months to reconfigure the size and shape of en route control sectors in order to make the system more efficient and achieve a more equitable distribution of the workload. The sectorization of en route airspace has evolved over the years on a piecemeal basis as traffic demanded. Prior to the strike, there were 709 sectors in the 20 air route traffic control centers serving the conterminous U.S. The number subsequently was cut to 450 because of reduced staffing. Now, some sectors are being reestablished, but in an orderly fashion. When the reconfiguration program is completed next December, the workload for controllers will be more evenly distributed throughout the system. In addition, the sectors will be more convenient for pilots to use. For instance, aircraft convergence and crossover points will no longer be close to sector boundaries, but rather deep within the sector. In this way, pilots will have plenty of time to communicate with sector controllers before they reach one the points. In some cases, center boundaries also will be changed, particularly where a hub airport is too close to the center's edge. All in all, it will make for a better, more efficient system.



## Renewed Growth Forecast

Commercial aviation will shrug off the twin effects of the air traffic controllers' strike and a sluggish economy and begin growing again in Fiscal Year 1983. FAA's latest aviation forecasts predict that airline revenue-passenger enplanements, which peaked in FY 1979 at 310.7 million and then began to slide, will bottom out in the current fiscal year and then began to climb again. The total is expected to hit 492.2 million in FY 1993. Even more significant gains are projected for the commuter airline industry, with passenger traffic moving from the FY 1981 level of 12.9 million to 34.8 million in FY 1993. General aviation already is on the way back, and the number of active aircraft is expected to increase from 211,000 in FY 1981 to 333,000 in FY 1993, with hours flown going from 42.7 million to 71.5 million. These growth trends will be reflected at FAA's ATC facilities in the FY 1982-93 forecast period, with tower operations increasing from 52.6 million to 110.4 million, en route center traffic from 27 million to 43.4 million, and the flight service station workload from 61.2 million to 106.4 million. The forecasts were prepared by the agency's Office of Aviation Policy and Plans based on the Office of Management and Budget's economic projections.



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## Inside Work on Schedule

Even though the fourth, fifth and seventh floors of FOB-10A may still resemble construction yards, reconfiguration work is on schedule and is in the final stages. On the fourth floor, construction is virtually finished, and all panels should be in place on the fifth and seventh floors by the end of the week. The reconfiguration was undertaken to make room for the Systems Research and Development Service to move back to FOB-10A from the Nassif Building. The move, which was made possible because headquarters has lost more than 800 employees over the past five years, will save the agency approximately \$165,000 in rent each year.

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## Have Women Changed ?

Is it just our imagination or have women changed? This question will be explored in depth during a National Women's History Week program to be held at 12 noon on March 10 in rooms 7ABC. The principal speaker at the seminar, sponsored by the Federal Women's Program and the Southwest D.C. chapter of Federally Employed Women, will be Dr. Judy Di Stefano, Professor of History at Northern Virginia Community College.

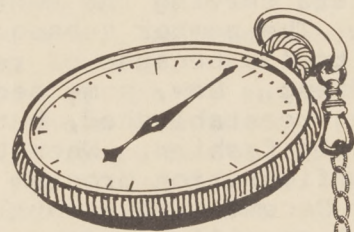
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## Erin Go Bragh

It's going to be a big day for the Irish in the FOB-10A cafeteria on St. Patrick's day, March 17. There will be complimentary mints for all patrons who are "wearin' of the green," and the menu will feature such Erin delicacies as corned beef and cabbage with boiled potatoes, Irish stew, Irish whiskey pie and Irish country biscuits.

## Cleaning Day is Festive

When Airway Facilities' Navajids/Communications Engineering Division purged their files recently in anticipation of a move to somewhat smaller quarters, they came up with a pile of paper over six feet high and a remarkable collection of memorabilia, which included Intercoms from the mid-seventies, a 1970 Washington Post and, some say, an employee who was thought to have retired four years ago. On the day of the purge, employees came to work dressed in old clothes and carrying picnic luncheons. All in all, it was a festive occasion and the files are now as streamlined as a late technology aircraft.



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# Headquarters Intercom

## The News in Brief

FAA has reduced the number of prospective maximum furlough days from 12 to eight and has postponed their start. The Administrator ordered the reduction after a review of the latest budget information. In the weeks ahead, the Administrator's office will complete a more detailed review which will include an examination of savings resulting from various cost-reduction efforts that have been underway for some time. Every possible way to further reduce the furlough and still accomplish the agency's mission within the funds available will be explored.

- The National Transportation Safety Board is yet another Federal agency caught in the current budget squeeze, with employees facing both RIFs and furloughs. In an effort to meet reduced spending levels, the Board plans to cut 26 positions by April 1, bringing the total number of permanent employees down to 293. These cuts, together with previous reductions, represent a 21 percent decrease in authorized staffing levels over the past two years. In addition, the Board proposes to furlough all remaining employees for three days each during the remainder of the current fiscal year.
- The Transportation Department has contracted with 13 minority firms around the country to establish new Program Management Centers that will push for greater minority participation in DOT-supported program.

Secretary Lewis said (See page 2)

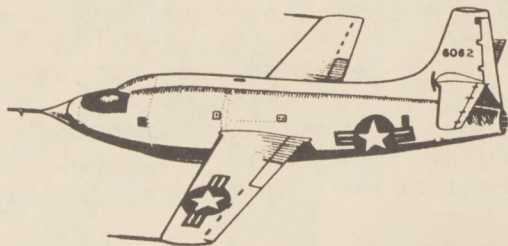
## Regional Consolidation Nears Completion

The Western Region and Pacific-Asia Regions will become a single entity in both name and fact on March 21 when the Honolulu office closes. The Northwest and Rocky Mountain Regions are scheduled to complete their consolidation on April 4 when the Denver office ceases operations. Of the 129 employees in the Pacific regional headquarters affected by the consolidation, 49 retired, 17 took in-grade FAA jobs in the continental U.S., 61 employees were placed in FAA and other government jobs in Honolulu, one resigned and one placement action is pending. To provide sufficient space for the consolidated Northwest Mountain regional headquarters, additional space near the SEA-TAC Airport is being acquired by the region, which will operate, at least temporarily, from a split regional headquarters. Over the weekend of April 3 and 4, the regional director, his staff, Air Traffic, Flight Standards and the certification divisions will move to the new quarters. Airway Facilities, most of Airports, Aviation Medicine and Security, and some field offices will remain in the old location at Boeing Field. Although not all personnel actions have been completed, of the approximately 380 employees affected by the Northwest Mountain consolidation, all who are willing to relocate have jobs in the new regional headquarters. Only 12 employees hold (See page 2)

## News Briefs (From page 1)

the centers will seek out procurement opportunities for minority business enterprises with airport commissions, transit authorities, highway departments, state departments of transportation and other sources. In addition, the centers will provide management and technical assistance to minority firms, as needed, to help them bid successfully on jobs. The new Program Management Centers will replace the previous local outreach centers.

- The agency has published another list of scientific and technical aviation-related reports. This one has 151 titles and covers such subjects as airports, aircraft safety, air traffic control, approach and landing systems, aviation medicine, communications, environment and weather. A list of the reports is available through the Office of Public Affairs, APA-300, Washington, D.C. 20591. With the list in hand, employees then can order individual reports directly from DOT M-443.1, 1725 15th Street, N.E., Washington, D.C. 20005.
- The agency is asking for public comments on a petition from the National Association of Flight Instructors that would establish a new type of pilot certificate for light aircraft. The petition, which was published in the Federal Register on March 15, calls for the introduction of a "recreational pilot" certificate and a "recreational student pilot" category. Holders of this license would be limited to flying less than 200 horsepower single-engine, two-place aircraft without radios.



## Consolidation (From page 1)

offers for jobs at a lower grade, and by the time they actually transfer, even this number is expected to be reduced. Only two placement actions remain to be resolved.

## Slot Allocation A Temporary Thing

FAA's Associate Administrator for Policy and International Aviation, Donald Segner, has a sign in his office that reads: "SLOT ALLOCATION IS A SHORT-TERM PROCESS. THE SHORTER, THE BETTER." Segner, who heads the FAA task force responsible for allocating slots at the 22 "pacer" airports, says the sign serves as a constant reminder that the agency wants to get out of the airline scheduling business as soon as possible. In a speech prepared for delivery at an Air Transport Association Operations Forum in Houston earlier this month, he said, "It is our intention to reduce constraints just as soon as capacity is available.... We look forward to the opportunity to progressively reduce the controls, hour by hour when possible, then airport by airport, as tower and center staffing makes this feasible."



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in America.

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## Castleberry Named Chief Of Special Projects Staff

G. P. "Cas" Castleberry, former deputy director of the Alaskan Region, has been appointed chief of the Special Projects Staff in the Office of the Administrator. This staff replaces the Legislative Affairs Staff. Castleberry began his FAA career in 1958 as an air traffic controller in the Memphis en route center. Since then, he has held a variety of management positions, including an appointment by President Ford as the alternate U.S. representative to the International Civil Aviation Organization (ICAO) and member of the Air Navigation Commission in Montreal.

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## Priority Lottery Held

Last week, the agency's Office of Aviation Policy and Plans held the first of three drawings in 1982 to determine which carriers get first crack at new arrival slots at large U.S. airports. This was another major step in increasing the capacity of the air traffic control system. In order to make sure all carriers were treated the same, their place in line to receive landing slots was awarded on a random basis. Approximately 50 airline representatives were present when two layers from the Civil Aeronautics Board (CAB) made the bingo-like drawing which was monitored by a representative from the Department of Transportation's Office of the Inspector General. The additional priority lotteries will be held as the capacity of the system grows.

## Color Radar Deliveries Pick Up in May

Delivery of color weather radar systems to en route centers and key flight service stations will be speeded up after the first system is delivered to the Albuquerque Center in April. Under the revised schedule, the Kansas City, Chicago, Cleveland, Salt Lake and Miami centers will have the equipment on site by the end of summer. Deliveries will be completed to all 20 domestic en route centers and the 44 EFAS flight service stations in the program by the end of the year. The equipment uses six different colors to indicate storm intensity on the TV-like displays. National Weather Service meteorologists will monitor the displays and keep controllers advised of any significant weather changes that could affect flight safety.

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## T&A Course Offered

A correspondence course for "time and attendance" keepers has been developed by the Office of Accounting in conjunction with the FAA Management Training School. The "how to" course is designed to train anyone keeping T&A reports and records or anyone who needs to understand the T&A process under the Uniform Payroll System. It is a self-contained, self-paced course, entitled "Time and Attendance Reports and Records," Course #14035, and is available from the Management Training School. To apply for enrollment, employees should fill out AC Form 3145-2, Directed Study Enrollment Application, and send the completed form to FAA Mike Monroney Aeronautical Center, AAC-911A, P.O. Box 25082, Oklahoma City, Okla. 73125.



SHORT "SOLENT"

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## Ground School Scheduled

The FAA Flying Club will conduct a Private Pilot Ground School in room 8 AB in the FAA Building on Mondays and Thursdays, from 6:30 to 9 p.m., for seven weeks starting March 29. For additional information and registration contact Tom Williamson on x60986 or Ted Young on 569-1060 evenings.

## RIF, Furlough Discussed

"RIF, Furlough and You" is the topic of the first in a series of seminars offered jointly by the Southwest D.C. Chapter of Federally Employed Women (FEW) and seven Federal agencies. The leadoff seminar is scheduled for March 18 at 12 noon in room 4234 of the DOT (Nassif) Building. All employees are welcome.

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## Helicopter Champs Cited by Museum

A new exhibit commemorating the 1981 World Helicopter Championships will open March 19 at the Air and Space Museum. Being commemorated is the U.S. victory--top team and top individual honors--in the fourth annual World Helicopter Championships sponsored by the Federation Aeronautique Internationale. On display will be individual and team trophies, some of the hardware used in the competition, as well as color photos and diagrams of maneuvers flown by the winning teams.

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## Investment Seminar Set

Investment seminars, sponsored by the FA Club, will be held April 7, 14 and 21 from 12 noon to 1 p.m. in conference rooms 8 ABC. James S. Tighe of Ferris and Company, Inc., will return to FAA to teach the three-part series on Investment Planning. Session I will focus on overall financial planning and accumulation of assets. Session II will deal with the more traditional investment vehicles such as stocks and bonds. Session III will concentrate on tax deferred investments, such as IRAs, real estate and oil and gas.

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## -Headquarters People- Central Flow Controllers

"Their shoulders held the sky suspended..." Maybe this quotation from A. E. Housman is not altogether appropriate, but the Central Flow Controllers deserve some kind of kudos. They were there doing their normally demanding job when they were needed to help keep the air traffic control system functioning during those critical weeks just after the majority of air traffic controllers went on strike. Central flow is the facility within FAA's ATC Command Center that is designed to smooth out the flow of air traffic during all operations. It is managed by Roger Brubaker and is staffed by 16 flow controllers and three flow management officers, all of whom report for duty even on snow days when the rest of the building is empty. All have lengthy experience as air traffic controllers in field facilities. They are hand picked from the busiest towers and centers throughout the country. Like most field controllers, they work rotating shifts and keep the Central Flow Operations Room open 24 hours a day. Although this Washington, D.C., facility has been an integral part of the air traffic system since 1970, it only recently became more visible as the focal point of the Air Traffic Service's Interim Operation Plan.



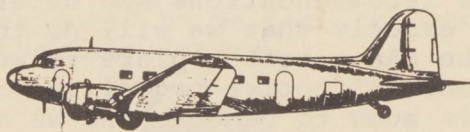
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# Headquarters Intercom

## The News in Brief

The most popular places to steal airplanes still are FAA's Southern, Western and Southwest Regions, all of which reinforces the belief that most stolen aircraft are used for smuggling and other criminal activities. During the period Jan. 1, 1980, through Nov. 4, 1981, 145 airplanes were stolen in the Southern Region, 103 in the Western and 70 in the Southwest. The three regions' total of 318 was 75 percent of all airplanes stolen during the 22-month period. By contrast, only six airplanes were taken during that period in the Central Region. ● Vice President Bush announced last week that the FAA has agreed to make it tougher for drug smugglers to fly into Florida. This is part of a stepped up government drive against drug smuggling and related violent crime in that state. Bush, who heads a Cabinet-level task force that is working to stem the drug traffic, said the agency will be amending its regulation to require that all aircraft entering Florida through an Air Defense Identification Zone (ADIZ) must file a flight plan and provide position reports by radio.



DOUGLAS DC-3

## Task Force Completes Labor/Management Study

An independent task force, appointed after the controllers' strike last August to investigate FAA employee relations, delivered its report to Secretary Lewis and Administrator Helms on March 17. Entitled "Management and Employee Relationships within the Federal Aviation Administration," the 149-page report cites "deteriorating people relationships within the FAA" over the past several years and said the factors leading to that condition included:

- Increasing variability over the years in peak vs non-peak air traffic activity, causing pressure and anxiety during the peak times and inefficiencies during the valleys;
- Inadequate systems used to select, train, evaluate and promote people to supervisory and managerial positions;
- Pervasive attitudes throughout all levels of FAA that the agency had little concern for employees, paid insufficient attention to their complaints and concerns and provided weak management support;
- Centralized and rigid organizational structure and supervisory systems;
- Escalating militancy from PATCO, which exploited dissatisfaction within the controller work force and exerted pressure on groups of dispirited management personnel.

(See page 2)

## Task Force (From page 1)

On the other hand, the task force found that most employees surveyed "like what they do, are proud of their skills, and share strong peer group relationships." In spite of that, the report states that "current morale of most employees at almost all levels in the FAA is poor." Moreover, the report cautions that "factors that caused problems in the past, like an autocratic style of management," are reasserting themselves, "which could lead to a recurrence of serious problems down the road." In a press conference called to release the task force findings to the public, Stephen Fuller, the task force member from General Motors, cautioned against concluding that the problems identified in the report are unique to FAA. He said "every major institution in the United States" has encountered similar problems in the last several years. In fact, he cited his own corporation as an example of where management is trying to tailor its management style to the needs of a labor force that will no longer tolerate an autocratic approach. The task force consisted of: Lawrence Jones, President of the Coleman Co.; Stephen Fuller, Vice President, Personnel Administration and Development, General Motors Corp., and David Bowers, University of Michigan Institute for Social Research. The conclusions are based primarily on a 46-question survey of 6,000 persons at 28 major facilities and a shorter survey that was given to a sampling of personnel at the remaining ATC facilities. The task force made a number of recommendations aimed at preventing a recurrence of major problems, including:

- The need for FAA to select managers "capable of building teamwork within a complex and technical organization." Moreover, these managers should be "capable of obtaining the commitment of talented employees to the

goals of the organization and of providing them a concern for their legitimate professional and personal needs."

- Continuation of some kind of air traffic management policy that eliminates the "peaks and valleys." The task force said a market pricing policy that rewards people for flying during off-peak hours or some other means would be preferable to FAA mandated policies.

- Line or operating executives in the field should be given full responsibility for getting the work done and "should have clear authority to direct the facilities, equipment and people under their leadership."

- The staff offices of Airway Facilities and Air Traffic, by the same token, should be delegated the task of designing the work to be done by field facilities, but their role should be limited to making operational decisions.

The report endorses the 20-year National Airspace System Plan and said the Plan's recommendation for consolidation of facilities and personnel "should be adopted as both technically superior and advantageous to improved working relationships." However, the report cautions, "each major change called for should be accompanied by a people plan detailing the handling of such items as relocation, retraining, restructuring and other such human factors."

The Administrator said he "welcomed the report because it identified and documents some significant management problems that we must resolve. During the next weeks and months, we will be working with all of our employees in evaluating the task force's recommendations and determining exactly what we will do to make the FAA a better place to work and a more effective organization. There is much to be done and we must get on with it."

## NAS Plan Cost Set

The National Airspace System Plan, the agency's 20-year blueprint for modernizing the air traffic control and air navigation systems, will cost an estimated \$7.16 billion over the next five years, the FAA Administrator told Congress on March 17. In his testimony before a House Public Works and Transportation Subcommittee, the Administrator estimated that the Facilities and Equipment (F&E) portion of the plan for the 1983-87 period will run about \$6.066 billion and the Research, Engineering and Development costs about \$1.096 billion. These are the first detailed cost estimates that have been provided on the 20-year plan since it was announced in late January. The peak year for F&E appropriations would be 1985, when an estimated \$1.4 billion would be needed. Of this amount, the largest expenditures are \$641.7 million for en route facilities and \$358.9 million for terminal facilities, mostly for increased automation. The major costs for Research, Engineering and Development, both terminal and en route, are slated for 1984, when a funding level of \$285.9 million is proposed. Of this amount, \$134.5 million is earmarked for advanced center computers and \$146.1 million would be set aside for flight service station modernization. To pay for the plan, the Administration has proposed a schedule of taxes on users, including an eight percent passenger ticket tax and a 12¢ per gallon tax on aviation gasoline and 14¢ per gallon on non-commercial jet fuel, going up 2¢ per year in each case over the next five years. These user charges will be included in the Administration's proposed legislation for airports and airways which is expected to be sent to Congress in the near future.

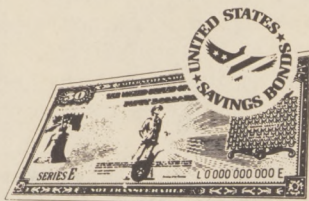
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## System Capacity Upped

The agency has told the nation's airlines it has come up with a way to handle an extra 300 daily flights at 10 of the 22 "pacer" airports beginning this summer. The 10 airports are: Atlanta, Boston, Chicago, Cleveland, Denver, Detroit, New York's JFK, Los Angeles, Miami and San Francisco. The extra arrival slots will be made available beginning June 1, under the Tower En Route Program, which allows pilots to make instrument flights from one terminal control area to the next without entering en route center airspace. In this way, the program will provide additional slots without increasing the workload at centers. The program is designed primarily for propeller-driven aircraft flying at altitudes of 10,000 feet and below.

## Flight Time and Rest Rules Proposed

The Administrator has made good on his promise to simplify the flight time and rest regulations for airline flight crews. The proposed rule would replace a complicated and detailed set of regulations that has been in effect for more than 30 years and has been the subject of more than 1,000 pages of interpretation. Essentially, the proposal would limit flight time to 100 hours in any 30 days, prescribe a minimum period of rest in any 24 hours and require 24 consecutive hours of rest in any seven-day period. The daily rest periods would be eight hours for any eight hours of flight or less in any 24 hours and 10 hours for any flight time in excess of eight hours.



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## Career Seminars Scheduled

"Target Career," a series of seminars particularly designed for employees seeking career changes, is scheduled to be held in the Nassif and Trans Point buildings over the next two months. Sponsored by the Southwest Chapter of Federally Employed Women (FEW) and various Federal Women's Program Managers, including six from Department of Transportation agencies, the upcoming session will be held March 25 at noon in room 4234 of the Nassif Building. Principal speaker will be Vicki R. Saturn, President, Employment Perspectives, who will speak on "Knowing the Job Market." Subsequent sessions are scheduled for: April 1, noon, 4234 Nassif Building - "Resume Preparation;" April 8, noon, 3201 Trans Point Building - "Interview Techniques;" April 15, noon, 4234 Nassif Building - "Strategies for Marketing Yourself;" April 29, noon, 4234 Nassif Building - "Strengthening Your Professional Image;" May 6, noon, 4234 Nassif Building - "Dressing for an Interview;" May 13, noon, 6332 Nassif Building - "Dealing with Career Change Positively;" May 20, 11 a.m. - 2 p.m., northwest corner of Nassif Building - "Career Day."

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## "Hot Copyist" Leaving

Two stalwarts of FAA's "hot copy" room, Dave Henderson and Nathaniel Moore, are going to be leaving their posts after spending years helping all of us. A farewell reception for the pair will be held on April 2 between 2:00 and 4:00 p.m. in room 5 ABC. Contributions for gifts and refreshments will be accepted by John Wilson, who is still in the "hot copy" room.

## Safety Seminar Features Pangia

An Aviation Safety Education Seminar sponsored by the Washington area accident prevention safety counselors, the Washington National Airport Flight Standards District Office and the Washington chapter of the 99s, is scheduled to be held in the Air and Space Museum on March 23 from 7:30 to 10:00 p.m. Featured speakers will be Michael Pangia, Assistant Chief Counsel, Litigation Division, FAA, and William R. Hendrick, Chief Aviation Accident Investigation, National Transportation Safety Board. The two-part presentation will cover: Protecting yourself from liability involving aircraft ownership and operation; regulation enforcement procedures; and general aviation accident investigation.





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## The News in Brief

The head of the task force that studied FAA "management and employee relationships" in the wake of the PATCO strike has told Congress that the fired air traffic controllers should not be given their old jobs back. In testimony before the House Post Office and Civil Service Committee, Lawrence Jones said rehiring the strikers would be "another blow" to FAA managers and supervisors and added that "the evidence in the report would tend to, on balance, lie on the side of the continuation of the policy the (Reagan) Administration has announced." The task force's report, submitted to DOT/FAA on March 17, contained more than a dozen major recommendations for improving employee-management relationships in FAA. • Light airplane sales, along with other key economic indicators, have suffered over the past two years with production dropping from a record high 17,811 in 1979 to 11,877 in 1980 and 9,457 in 1981. However, inflation and other factors have combined to boost the dollar value of the new general aviation airplanes by 34 percent over the same three-year period. According to the General Aviation Manufacturers Association, factory net billings went from \$2.2 billion in 1979 to \$2.9 billion in 1981. (See page 2)

## ARTS II Getting Better

The agency is initiating the upgrading of the Automated Radar Terminal System II (ARTS-II) under a \$4.1 million development contract with Burroughs Corp. of Paoli, Pa. Proposed to be added to the system, which is already in use at 87 moderate-activity airports, are safety features which automatically warn controllers when aircraft under their control encounter a potentially hazardous situation, such as the conflict alert and minimum safe-altitude warning systems. These systems flash a warning for controllers when properly equipped aircraft under their control are predicted by the system's computer to get too close to each other or to the ground or some other obstacle. To make these features possible, a "tracking" capability, which also computes ground speed, is being added to the system's computer. In addition, a simulation capability will be added to the system to provide a more realistic radar training environment for controllers. The various enhancements are scheduled to be implemented at all ARTS-II sites within three years.



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## News Briefs (From page 1)

● Commercial aviation and related business opportunities in Central and South America and the Caribbean will be the major topics in the agency's Latin American briefing to the aeronautical industry, scheduled for May 18-20 in Atlanta. Included in the agenda will be discussions of commercial opportunities in aircraft export, airport planning, navigation and installation programs and communications networks. The Administrator will open the meeting on the 18th with a keynote address. ● FAA is co-sponsoring a workshop on the Omega global navigational system at the Sands Hotel in Atlantic City, May 11-13. Discussions will focus on the various uses of the system, ranging from small pleasure boats to sophisticated jet airliners. Various other related topics, including a comparison of Omega navigation with other systems, user acceptance, and transmitter and receiver technical problems also will be reviewed. The contact for registration materials is Ted Turnock, ACT-100B, FAA Tech Center, Flight Operations Building, Atlantic City Airport, N.J. 08405, or FTS 8-346-3913.

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## Ex-FAA Chiefs Back Plan

Five former FAA Administrators got together on Capitol Hill March 23 to voice their joint support for the agency's National Airspace System Plan. Najeeb Halaby served as spokesman for the group which included John Shaffer, Alexander Butterfield, John McLucas and Langhorne Bond. Halaby told the House Public Works and Transportation Subcommittee on Aviation that the NAS Plan "could be an historic turning point" in reversing the

trend of declining investment in the air traffic control and air navigation system. "If the United States is to retain its leadership in technology and productivity in an increasingly competitive world," he noted, "it should begin by reforming its ATC system." He concluded by urging Congressional action to provide front-end funding for the plan, adding that "without comprehensive, long-term legislation that is acceptable to all parties... essential progress toward a modern, efficient ATC system will not take place."

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## NTSB Reviews Operations On Wet or Icy Runways

The National Transportation Safety Board (NTSB) will hold a public hearing in Washington the "latter half of April" to consider issues associated with aircraft operations at airports when runways are contaminated with water, snow or ice. Particular attention will be given to issues arising from the Jan. 23 DC-10 landing accident at Boston Logan Airport and the Jan. 13 take-off crash at Washington National. Other long-standing topics to be studied are:

- Runway conditions and maintenance during adverse weather and the criteria for limited flight operations.
- Certification of aircraft for landing and takeoff during adverse weather.
- Airport and FAA procedures with regard to runway conditions and the role of ATC in disseminating information.
- The state of research and development in runway friction measurements, clearing runways, and monitoring aircraft takeoff performance.

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## Working Controllers Oppose Rehiring Strikers

The overwhelming majority of controllers who remained on the job after the PATCO walkout last August believes that the striking controllers should not be rehired, according to a survey conducted by the Roper Organization for a Congressional committee. Fifty-eight percent of those responding to the survey said the strikers should not be rehired under any condition, 31 percent favored some selective rehiring, and 10 percent would accept anyone who wanted his or her job back. Among the majority who oppose any move to rehire the strikers, the basic reasons were that the strikers were troublemakers and broke their oaths. The report noted many controllers indicated that they were harassed by the strikers before the strike took place and that they would be harassed again if they were to return. A number mentioned that the strikers had engaged in practices that endangered the air control system and would do so again.

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## "Open Season" Set

A definite date for the Federal Employees Health Benefits Program "Open Season" has been set. The Office of Personnel Management (OPM) has picked May 3 through May 28 as the open enrollment period for Federal workers and retirees. Enrollment changes made during this time will be effective July 1 for annuitants and July 11 for most active employees. OPM had postponed the open season originally set for Nov. 9 through Dec. 11, 1981, because benefit and premium levels were uncertain, informational literature was not available and there were serious questions regarding the financial stability of some insurance carriers.

## New Instructions For T & A Course Enrollees

The routine for enrolling in the Aeronautical Center's "Time and Attendance Course," previously announced in Intercom, have been changed. To apply for enrollment, employees should fill out AC Form 3110-35-OT (2/82), Non-Resident Study Application, instead of AC Form 3145-2. However, since Form 3110-35-OT is new and not yet available in the regions and centers, prospective applicants should write to the FAA Management Training School, Attn: AAC-545, Cameron University, 2800 Gore Boulevard, Lawton, Oklahoma 73505. MTS will send an application form to be completed and returned.

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## Fire Protection Systems In Use at Centers

The Halon Fire Protection System is ready for use at all 20 domestic ARTCCs now that the last system passed a joint acceptance inspection at the Los Angeles Center with flying colors late last month. The system is installed in computer rooms to protect the computers in case of fire. The Halon System was chosen because the fire suppressant gas it releases will not damage the sensitive equipment, is breathable and will not cause clean-up problems later. In spite of the fact that the work was delayed by the controller strike, installation was completed at all 20 sites by the Ansul Company of Marinette, Wis., on time and below cost estimates.

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## Construction Underway On Access Highway

Work on the Dulles Airport Access Highway extension to I-66 is getting into full swing. All phases of construction on the three-mile, limited-access highway are scheduled to be underway by April 30. The extension, which will run from the Washington Beltway and connect with the new section of I-66 just north of Falls Church, is scheduled to be completed in late 1983. When completed, all traffic will be allowed to use this section of the Access Highway except at rush hours when it will be restricted to airport traffic and carpools. The new section of I-66, which is also currently under construction, runs from the end of I-66 at the beltway to Key Bridge in Rosslyn. According to current estimates, this section should be open to traffic early next year.

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## What Makes a Manager

What traits do managers and aspiring managers need to succeed in the 1980s? The Southwest D.C. Chapter of Federally Employed Women (FEW) invites all FAA employees to come and hear what Dr. Norma Lear, Dean of the School of Government Administration, George Washington University, has to say on this subject. Her talk is scheduled for noon, April 13 in room 8334 of the Nassif Building.

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## Jones Report Available In FAA Library

Six copies of the "Jones" Report--Management and Employee Relationships Within the Federal Aviation Administration--are available for reading in the Library in FOB-10A.

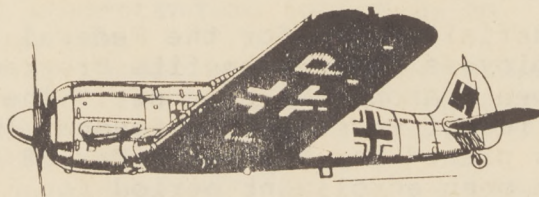
## Gold and Silver On Sale Cheap

The FA Club is sponsoring another gold and silver sale April 8 and 9, in plenty of time for Mother's Day. Available at rock bottom wholesale prices will be gold and sterling silver jewelry, including earrings, bracelets, charms, chains and rings.

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## Restoration Facility Open to the Public

During the April 14-18 fifth anniversary celebration of the Air and Space Museum's Paul E. Garber Facility in Suitland, the facility's exhibit areas will be open to the public from noon to 3 p.m. Normally they are open on a reservation basis only. Besides areas in which more than 65 significant air and space craft are displayed, the restoration shop will be open to visitors during this period. Currently, craftsmen are restoring World War II vintage aircraft, including a German Focke-Wulf FW-190, an American Northrop N-1M



Flying Wing and a Naikajima JIN1 Irving, a Japanese night fighter. The facility is located on Silver Hill Road, near Iverson Mall in Suitland.



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# Headquarters Intercom

## The News in Brief

Deputy Administrator Fenello will speak April 7 at the dedication of a new air traffic control tower at the Westmoreland County Airport in Latrobe, Pa. This is a "non-Federal" tower that was built by the county and will be run by controllers provided by a private contractor. According to tower chief Tony Luisi, the facility was designed to FAA specifications and could be taken over by the agency with little or no modification, if future requirements dictate. He also said that none of the controllers at the tower were participants in last summer's strike. ● The agency has proposed a change in the display of identification marks, or N-numbers, on helicopters and other rotorcraft. It would require 12-inch high N-numbers on both sides of the fuselage instead of the present 20-inch bottom surface markings and two-inch side markings. The change would bring the rules for the display of N-numbers on rotorcraft in line with those for fixed-wing aircraft. It also would allow helicopter operators to attach searchlights, floats, loudhailers, cargo hooks and other accessories to the bottom of the rotorcraft without worrying about how this would affect the display of identification marks. All comments received on or before July 3 will be considered in the final rulemaking.

On April 2, the doors at the Rocky Mountain Regional Office in Aurora, Colo., (See page 2)

## Critical Facilities Need Journeyman Controllers

The agency has established a special incentive program in an effort to recruit full performance level controllers for journeyman positions in air traffic control facilities with critical personnel needs. Individuals selected for the positions would be expected to serve at the critically staffed facilities for two years. In return, the agency will guarantee payment of per diem during checkout (for up to 90 days), payment of permanent change of station costs, and a relocation option. This option allows the employee to select one of the following: (1) return to the old facility and position; (2) remain permanently at the new facility; or (3) transfer to one of three employee-selected facilities in the terminal or en route option. Employees taking the third choice would transfer at or below their current grade. Employees who can be released from their current facilities and are selected for a critically staffed facility will serve there on a temporary basis until meeting certification criteria established at the facility. This assures a "no risk" opportunity for individuals selected since they will be able to return to their former positions if unable to meet the certification requirements. On checkout, the assignment becomes permanent and the two-year period begins. (See page 2)

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## News Briefs (From page 1)

were closed for the last time, and on April 4, the region itself went out of business as the consolidation with the Northwest Region was completed. Of the 275 employees in the Rocky Mountain Regional Office, 55 elected to move to Seattle--the home of the new Northwest Mountain Region. Many of those remaining in the Denver area will continue to work for FAA. Some will transfer to new FAA field offices, which will be located in space previously used by the regional office, some to other FAA regions and a few to other Federal agencies. Many are resigning or retiring.

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## Critical Facilities (From page 1)

If appropriate, pay retention will be granted to any eligible employee entering the special placement program. Information on the complete program is contained in N3330.47, Special Recruitment Program for Critically Staffed Air Traffic Control Facilities, which is now being printed and distributed.

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## Married in Plane

Marriages may or may not be made in heaven, but wedding plans of two employees at the Tech Center started out a lot closer to that location than most newlyweds. Linda Barber and Blair McClune were married April 2 in the aircraft they both fly for the Flight Inspection Field Office (FIFO) at the Tech Center, where both are airspace systems inspection pilots. They were seated in the plane on the FAA ramp in front of the Flight Operations building for the ceremony. Witnesses were Paul Wannberg and Ted Burnick, both with FIFO.

## In Spite of Ice

Sure, the plane crashed, but it crashed on an airport, and the pilot and his wife suffered only minor injuries. Considering what might have happened, they were mighty grateful to Leland W. Gupton and his assistant, John Lacey, of the Memphis en route center for getting off that easy. Gupton first knew there was trouble when he heard a voice on the radio saying, "We're carrying a pretty good load of rime ice." At first, he tried to help the frightened pilot by getting icing reports from other aircraft. But 13 minutes after the initial call, the pilot radioed in panic: "I have to get on the ground." Gupton and Lacey moved into high gear. While arranging for radio relays with other planes and setting up a possible precision approach for an alternate airport, they guided the now distraught pilot by radar to within one-half mile of the Walden, Mo., Airport. From there the pilot radioed that he had "the airport in sight," and he flew the heavy plane to a crash landing on the runway, causing extensive damage to the aircraft. After the crash, the pilot wrote the center to say the controllers' "accurate and quick actions" and their "professional and courteous help" had probably saved his life. During the month of February, 57 flight assists were reported. Flight service stations were responsible for 23 of these assists, while terminal facilities accounted for 24, and centers handled 10. There were 95 persons on board the aircraft involved.



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## Wind Shear Alert Program Has 'No Accident' Record

The Low Level Wind Shear Alert System (LLWSAS) program continues to make air transportation safer for U.S. passengers. So far 57 LLWSASs are operational at U.S. airports, and the 58th is scheduled to be put in at San Juan International this month. The wind shear alert program began in 1978 when six systems were installed at airports with a history of wind shear incidents. Since that time, there has not been a single accident attributed to wind shear at any airport where the equipment has been installed. LLWSAS is a computer-controlled system consisting of a center field anemometer and five outlying anemometers positioned around the airport at a distance of one and a half to two miles. When there are substantial differences between the center field and remote sensor wind-speed-and-direction readings, an alarm is activated in the tower cab. The controller then can give appropriate warnings to pilots. In addition to the 58 current systems, FAA is planning the installation of another 51. Requests for proposals are expected to go out before the end of the month to potential manufacturers.

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## Furlough Days Cut to Six

The economy drive at FAA is paying off with the result that the number of furlough days now is down to six from the original 12, and may be reduced even more. Although even six payless days constitute a hardship for many employees, FAA still is better off than many Federal agencies that have announced major RIF programs. For instance, the Bureau of Labor Statistics plans to RIF 50 employees in September; Mine Safety and Health Administration, as many as 700 in May; Occupational Safety and Health Administration,

110 this month; Urban Mass Transportation, 53, starting immediately; National Transportation Safety Board, 18, starting immediately; Census Bureau, 450, currently; Justice Systems Improvement Act Agency, 65, ongoing; Treasury, 100; and the Bureau of Indian Affairs and Bureau of Reclamation, 200 field staff jobs. Since these are estimates, the actual figures will probably change somewhat, but these are the ball park figures available now.

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## FAAer Shows Cool Courage

William Heineck, a radar technician at the Long Beach, San Diego Airway Facilities Sector, has been recommended for a Huntington Beach, Calif., community service award for his courage in assisting a police officer in trouble. Heineck was driving home one night recently when he saw a Highway Patrol officer struggling with a man on the other side of the freeway. The FAAer immediately called for help on his CB radio, and then went to the officer's aid. After the intoxicated motorist was safely in handcuffs, the officer said, "I was very glad to see Heineck coming. He was very professional. I even thought he might be an off-duty policeman." Heineck himself replied with cool modesty: "Somebody had to do something. I just happened to be the first person there."



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## Bloodmobile Coming

The American Red Cross bloodmobile is coming to FOB-10A on April 13 and 14, room 5 ABC, from 9:30 a.m. to 5:30 p.m. Aviation Medicine urges all employees to work together to make this the most profitable bloodmobile ever.

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## Softball League Planned

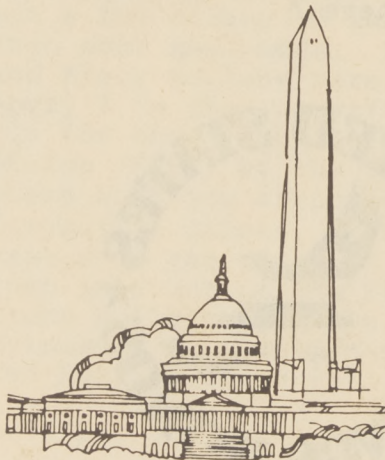
That "feeling of spring" has prompted some offices and services within the agency to challenge others to coed softball matches. Rumor has it that a few offices have been challenged by industry as well and are on their way to "first base." Because of all this interest, some offices are considering organizing a bona fide coed softball league which would play all summer. Representatives of any office interested should contact Don Blazer on x68798.

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## FAA Team Seeks Players

Women interested in playing fast-pitch softball on FAA's Women's Softball Team should be at 23rd and Constitution Avenue (field #15) on April 10 at 11 a.m. Those interested in being on the team but unable to make this practice should contact Don Blazer on x68798.

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## Plant Sale

### Aids Handicapped

The FA Club is sponsoring a Melwood Farm Plant Sale on April 7 in the lobby of FOB-10A from 10:00 a.m. to 2:00 p.m. Featured will be annual bedding plants, market paks and container vegetables, as well as rose bushes, nursery stock, hanging baskets, large floor plants, lilies and accessories. There will also be a "daily drawing" for an eight-inch basket of the winner's choice. Melwood Farm is a non-profit training center for mentally handicapped adults. Horticulture is the medium used to help these people become independent and productive citizens.

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## Tennis Tryouts Set

DOT Tennis Team tryouts for advanced and strong intermediate players are scheduled to be held starting at 8 a.m. on the last three Saturdays in April--April 10, 17 and 24--at the Haines Point tennis courts. During the season--May to September--matches will be held after 5 p.m. on Thursdays. For additional information or to sign up, call: Akira Kondo (10A), x63374; John Painter (TRPT), x61883; or Lee Stucki (Nassif), x64875.

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## Errant Carton Sought

A carton containing four boxes of machine towel wipings has gone astray somewhere in FOB-10A. It was supposed to have been delivered by U.P.S. to the building manager on March 19, but it has done a disappear. Anyone having knowledge of this order please contact Norbert Flatow, x63761.

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U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## The News in Brief

The agency has awarded a \$3 million contract to Computer Sciences Corp. (CSC) for the development of new computer software or instruction programs that will help en route controllers resolve traffic conflicts and assist them in planning more fuel-efficient aircraft routings. The three-year development effort will be conducted by the contractor at the FAA Technical Center in Atlantic City, N.J. CSC has been associated with the FAA automation program since the early 1970s and was responsible for developing the En Route Minimum Safe Altitude Warning system. • The Federal Employees Health Benefits Program "open season" now is officially scheduled for May 3 through May 28. During this period, eligible employees and annuitants will be given the opportunity to enroll or change present enrollment. Enrollment changes will become effective the first day of the first pay period in July. Sometime before the May 3 date, the Enrollment Information and Plan Comparison Chart will be distributed to all eligible employees and annuitants along with biweekly and monthly rate booklets. • Inflight movies aren't all that new, according to FAA's Public Affairs Officer for the Southwest Region, George Burlage. Burlage reports that "The first film shown in an airplane during flight was run in a Transcontinental Air Transport, Inc., (See page 2)

## Agency Orders First Three DARC Enhancement Kits

The agency has ordered the first three Direct Access Radar Channel (DARC) enhancement packages from Raytheon Company of Sudbury, Mass. The three packages will go to the Tech Center for test and evaluation, the Academy for technician training and one of the 20 domestic en route centers. The contract with Raytheon includes an option to purchase an additional 19 systems for the rest of the conterminous ARTCCs. The enhanced DARC will generate a full data tag for all aircraft under control and present it directly on the controllers' radar displays. Currently, DARC provides a limited data tag for aircraft equipped with transponders and none at all for aircraft without this equipment. As a result, "shrimp boats" must be used to mark aircraft targets and that, in turn, means the radar display must be lowered from the vertical to the horizontal position when transitioning to DARC. With enhanced DARC, controllers will be able to switch back and forth between the primary and backup systems with the push of a button and at their own discretion. An added feature of the upgraded backup system will be mosaic display, which takes radar returns from various radar sites and makes up the best composite picture of traffic for the controller's display. The basic DARC provides only a presentation from a single radar (See page 2)

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## Safety Picture Mixed

Through the first quarter of 1982, the general aviation safety record shows a slight improvement trend over last year, but airline fatalities were up sharply as a result of the Air Florida accident Jan. 13 at Washington National Airport. Preliminary statistics compiled by FAA's Office of Aviation Safety for the three-month period show total general aviation accidents declined from 684 to 670, fatal accidents from 136 to 132 and fatalities from 265 to 259. There were no change in the numbers of total and fatal accidents by the air carriers, commuters and air taxi operators. They were 45 and 13, respectively, for each three-month period. But the number of fatalities went up from 31 to 101 with the Air Florida accident accounting for 78 of the deaths.

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## DARC

(From page 1)  
site at any one time. Finally, the enhanced DARC will have Real Time Quality Control to continually monitor and verify the reliability of the data being obtained from the various radar sites.

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## News Briefs

(from page 1)  
Ford Tri-motor, flying at 5,000 feet, on Oct. 8, 1929." But he didn't know the title of the feature or whether the passengers had to pay. ● The National Transportation Safety Board hearing on airport operations when runways are covered with water, snow or ice, now is scheduled to begin May 3. When first announced last month, the Board said the special investigation would be held in the "latter half of April." The hearing will be in the FAA headquarters building auditorium in Washington, D.C. It's expected to run three days.

## Northwest Mountain Region Gets New Prefix, Address

The FTS prefix for the new consolidated Northwest Mountain Region, ANM, and for all FAA telephones in the Seattle area has been changed from 396 to 392. A list of the region's major staff offices with telephone numbers, effective April 5, currently is being distributed by Logistic divisions throughout the agency. In addition, the new mailing address for all ANM office organizations is: Federal Aviation Administration, Northwest Mountain Region, 17900 Pacific Highway So., C-68966, Seattle, Wash. 98168. The address is for offices at the Sea-Tac Office Center as well as Boeing Field.

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## Standards a Must

The Office of Personnel and Training (APT) has reminded supervisors that they must be certain that all employees have received performance standards. This is a legal requirement and not just a paper exercise. APT points out that a fair appraisal requires a standard against which to compare performance. Moreover, personnel actions such as awards, promotions and performance-related discipline may be legally jeopardized when employees have not been advised of supervisors' expectations. Supervisors with questions should contact their personnel office for more information.



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## Agency to Lease Administrative Computers

The agency has plans to lease nine computer systems for administrative work at regional offices and at FAA headquarters in Washington. The computers, being leased from Small Business Systems, Inc., of Manassas, Va., will be used for routine administrative purposes, such as accounting, payroll and related services. Installation of the Data General System MVS 8000 is scheduled to begin in May and will continue for about a year. Offices scheduled to receive the systems during that period are Anchorage, Atlanta, Ft. Worth, Kansas City, Los Angeles, New York and Washington, as well as the Tech Center and the Aeronautical Center. The estimated \$26 million price tag for leasing the systems includes all associated equipment, software, maintenance, training and documentation. The contract calls for leasing the systems over a period of eight years and includes an option to purchase the equipment and an option to lease/purchase an additional five units.

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## FAAer Becomes Ace

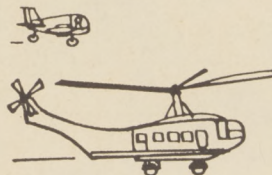
Aviation Safety Operations Inspector William Gamble of the San Diego General Aviation District Office has become an "ace." A helicopter pilot, Gamble now has more than five rescues to his credit. Whereas a fighter pilot becomes an "ace" after shooting down five enemy aircraft--Five Down and Glory--an air-sea rescue pilot receives this honor after five successful rescues. Gamble's latest saves were made March 31 while on a training mission off the coast in the San Diego area. Only 35 minutes after receiving the call that two pilots were down, the helicopter he was flying in was hovering over the stranded airmen. A sling was lowered and the two

marines who had ejected from their F-4 Phantom jet were immediately pulled out of the 58 degree water. Gamble's first rescue occurred in 1971 when he saved a Navy pilot who had ejected over San Francisco Bay. Next he was instrumental in pulling a man from the snow in Lake Tahoe. He then was involved in the rescue of two mountain climbers from the top of Mount Shasta in California.

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## Publication Lists Former FAA, NWS Friends

Leon C. Daugherty, former Western Region Director, has been named executive director of the Society of Airway Pioneers (SOAP). The prime function of this organization is to publish annually "The Airway Pioneer," which provides past and present employees of FAA and the National Weather Service (NWS) with news about former friends and colleagues. Membership in the organization is open to all past and present employees who have a minimum of 20 years service with either FAA or NWS and who know someone in the organization who will provide a personal reference. For further information and membership applications, contact: Leon C. Daugherty, Society of Airway Pioneers, 28719 Blythewood Drive, Rancho Palos Verdes, Calif. 90274.



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## Ten Retire in February And March

The following Washington headquarters employees retired during the months of February and March: Mary E. Campbell and James T. Tracy, AAF; John A. Fields, ALG, Willard A. Kuncis, AAT; Russell T. Maynard, Marquis C. Tatman and Graham A. Pitsenberger, AFO; Richard Doms, AMS; Richard F. Lally, ACS; and Philip E. Barnes, AAA.

## Awards and Rewards

The Office of Budget has presented a Quality Within-Grade Increase to Mary Ann Hall.

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## Telephone Number Dropped

As part of its move to room 513, the Labor Relations and Career Development Branch, APT-140, has dropped the 426-3320 number. However, the branch staff can still be reached on their other number: 426-8916.

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**The**  
**BLOODMOBILE**  
**is**  
**Coming!!!**

**Date:** Tuesday and Wednesday, April 13 & 14

**Time:** 9:30 a. m. to 5:30 p. m.

**Place:** Fifth Floor - 5 ARC - FOB-10A

**AMERICAN RED CROSS**

## Coast Guard Returns To Five-Day Week

After a two-plus year experiment of working ten hours a day for four days a week, the U.S. Coast Guard of the Department of Transportation recently returned to a five-day week. One result of this change is that the DOT shuttle bus is now running five days a week instead of the four it had been operating. Essentially all civilian Coast Guard workers at headquarters are now working eight hours a day like the rest of us. However, like a number of other DOT employees, they do have some choice in what hours they work. They can begin work any time between 7 and 9 a.m. and work an eight and a half hour day with one half hour for lunch. Core time--those hours when all employees must be on duty--is from 9 a.m. to 3:30 p.m.



U.S. Department  
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# Headquarters Intercom

## The News in Brief

● Beginning May 3, the Office of Personnel Management (OPM) once again will accept applications for jobs in the air traffic control field. This reopening of the ATC specialists' register for a four-week period will assure FAA of a continued flow of highly qualified applicants for all three options—center, tower and station. Inquiries should be directed to OPM, which actually processes the applications and administers the tests. OPM Federal Job Information Centers in major cities have the announcements, application forms and other necessary materials. There's also a toll free number (800-368-5749) that provides additional recorded information.

● The agency has modified the General Aviation Reservation (GAR) program to exempt turboprop and turbocharged aircraft operating between 18,000 and 28,000 feet in the control areas of the Seattle and Salt Lake City en route centers. Turbojet aircraft are not affected by the change, which took effect April 19. They already are excluded from the requirements of the GAR program for flights above 29,000 feet.

● The Airbus Industrie's A-310 made its first flight in early April at Toulouse, France. The 3-hour and 15-minute flight marked the start of an 11-month flight test program that is expected to lead to (See page 2)

## College Training Program Sparks Broad Response

The Administrator's proposal to have the nation's colleges and universities help train future managers and technicians for FAA and other elements of the aviation industry seems to have struck a responsive chord in the academic community. Of the 132 schools contacted, 63 have responded to date—37 of them expressing interest in establishing a Bachelor's and/or Master's program and 30 appearing already to have curricula that would do for either one or the other. Moreover, since the idea was first proposed in January, the agency plans to expand the concept to include current FAA employees, whose work experience could earn them credit towards a degree in the Airway Science program, as the proposal is now being called. The agency hopes to hire some 500 graduates of the program annually when it's fully implemented. It now is working to develop a procedure whereby graduates could be hired by FAA.



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## News Briefs (From page 1)

certification in March 1983. The twin-engine, short-to-medium range, widebody jet is a derivative of the popular A-300 and will carry approximately 210 passengers in its normal configuration. Both Pratt & Whitney and General Electric are supplying engines for the aircraft.

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## Tool Blamed in Accident

A foreign object--most likely a mechanic's tool--left inside the engine of an Air Florida DC-10 was the probable cause of a non-fatal accident involving that aircraft at Miami International Airport on Sept. 22, 1981. In a report on the accident, the National Transportation Safety Board said the object probably was left inside the low-pressure-turbine cavity when a maintenance team installed a turbine rotor disk in October 1979. The Board said it believed that bolts holding the rotor disks together were hammered by the foreign material when the engine was operated, and over a long period the fragments destroyed the capability of the bolts to hold the disks together. When the bolts failed, the stage one low-pressure rotor disk oversped and disintegrated. The incident happened during takeoff roll and the flight crew was able to bring the aircraft to a safe stop. As a result of its investigation, the Board recommended that FAA actively encourage research and development in containment technology and engine reliability, and expedite the publication of guidance material on compliance with Federal regulations pertaining to design precautions that can be taken to minimize hazards posed by rotor fragmentation.

## Tighter CF6 Inspections

The agency has issued an emergency Airworthiness Directive on the General Electric CF6-50/45 jet engines requiring more frequent and more stringent inspections of the first-stage high-pressure turbine disk. Specifically, the AD cuts the reinspection time from 1,500 cycles to 750 cycles and requires two completely separate inspections each time. It also specifies that the disk must be replaced with an improved one in all affected engines by Feb. 1, 1984. The FAA action followed a March 17 accident in North Yemen in which the engine disk on an Air France A-300 disintegrated during takeoff roll and touched off a fire that completely destroyed the aircraft but caused no fatalities. Subsequent inspection of the disk revealed that it failed within 983 cycles of the last inspection. Some 88 U.S. aircraft are affected--25 A-300s, 26 DC-10s and seven Boeing 747s. There also are 371 foreign jets in this category, although FAA ADs do not have the force of regulation overseas.

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## Bowling by the Ocean

The FAA/Tech Center Handicap Championships hosted by FAA Washington Headquarters will take place June 11-12 at the Verona Lanes, West Atlantic City, N.J. All FAA employees and their guests (ABC/WIBC Qualified) are eligible to enter. For more information and entry blanks, write/call: Ed Brown, AAF-150, FAA, 800 Independence Ave., S.W., Washington, D.C. 20591. His phone number is 426-8470.

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## National Airspace Review Begins Next Month

A government/industry review aimed at improving the efficiency of the nation's airspace system will formally get underway May 4 when the program's Executive Steering Committee holds its first meeting in Washington, D.C. Initiated by the Administrator as part of a comprehensive plan to modernize the air traffic control and air navigation system, the National Airspace Review (NAR) will focus on identifying and implementing changes in airspace design and management as well as air traffic control procedures. Essentially, the NAR will consist of 16 task groups, each assigned the responsibility for reviewing a particular aspect of the National Airspace System and making recommendations for improvements, such as in the criteria for establishment and design of special-use airspace and the dissemination of aviation weather information. The first two meetings of task groups will be held in June in Atlanta and Chicago. To review the work of the task groups, a 10-member Executive Steering Committee has been established, composed of representatives of FAA and the aviation industry and headed by Deputy Administrator Fenello. The committee will meet at least four times a year and is expected to complete its work by mid-1985.

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## No Decision Made On ARTCC Consolidations

The inclusion of graphic displays in the National Airspace System Plan showing examples of air route traffic control center consolidations "are merely examples for analysis purposes of how consolidation could be accomplished," according to Air Traffic Service Director Raymond Van Vuren. Testifying at a Congressional field hearing in

Oakland, Calif., Van Vuren said: "No decisions have been made either on how many centers may be required or where consolidations could be effected. Comprehensive feasibility studies would have to be conducted before consolidation of any centers. This detailed assessment would take into consideration not only benefits versus costs, but other factors such as operational requirements, air traffic services, factors unique to the specific location under study, impact on the community and users, and the like."

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## ATPAC Revitalized

The Air Traffic Procedures Advisory Committee (ATPAC) met in Washington the week of April 12 for the first time since the committee's charter was renewed in March. The charter had lapsed temporarily following the controllers' strike, but now the committee has been reestablished and is back in business for another two years. The first order of business was to reelect Dan Hawley of the Allied Pilots' Association as chairman for another term. Lane Speck, Deputy Chief of the Procedures Division in Air Traffic, is serving as executive director. ATPAC consists of 11 member organizations selected by FAA as most representative of the airspace system users, including the military, ATA, ALPA, ATCA and other alphabet organizations. The committee's job is to review air traffic control procedures and practices and make recommendations for improvement. Since ATPAC was established in 1975, it has made 270 recommendations and 258 of them have been adopted or otherwise handled to the committee's satisfaction. Recently, the committee also was asked to help out with the National Airspace Review by advising the agency as to how the procedural recommendations made by the review teams can be best implemented in the air traffic control system.

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## Savings Bond Kickoff Set

The Washington headquarters 1982 Savings Bond kickoff program will be held in the FOB-10A auditorium on Tuesday, April 27, at 2:00 p.m. Administrator Helms will keynote the program, which also will feature a short movie starring the cast of the TV show "Taxi." The Savings Bond Campaign is to be conducted during the month of May. During that time, a "keyperson" in each office will contact each employee to make this the best FAA Bond Drive ever!

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## Outstanding Secretaries To Be Honored

Some 67 extraordinary secretaries in FAA Washington headquarters will receive Tribute of Excellence certificates in an awards ceremony set for 2 p.m. Friday, April 23, in the third floor auditorium. Sponsored by the Federal Women's Task Force and the Office of Civil Rights, the program honors secretaries who were singled out by their supervisors in Fiscal Year 1981 for outstanding ratings, quality step increases or special achievement awards. The ceremony will culminate a department-wide observance of National Secretaries' Week, which runs from April 19-23.

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## 30 Secs. Over Washington

It wasn't exactly "30 Seconds Over Tokyo," but Associate Administrator for Airports Bill Shea says he enjoyed his flyover of downtown Washington in a World War II-vintage B-25 "Billy Mitchell" bomber just the same. Shea was a crew member of one of four B-25s that swooped down on Washington from Capitol Hill and

passed just south of the FAA building at an altitude of 1,200 feet shortly after 2 p.m. on April 14. Unfortunately, the event, which marked the 40th anniversary of the famed Doolittle raid on Tokyo, received little advance publicity and caught Washingtonians as much by surprise as the original did the Japanese in 1942. The 85-year old Doolittle, who was in town to receive an award from the National Aviation Club, inspected the privately-owned B-25s before takeoff from Baltimore-Washington Airport. Shea flew on a B-25 that's owned by residents of Burlington, Vt., where he used to be airport manager.

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## Yellow Line Delayed

FAAers entering Metro at Maryland Avenue probably have noticed that the tracks now are in place along the Seventh Street, or Yellow, Line. In fact, Metro P.R. chief, Cody Pfanstiehl, says the tracks run all the way under the Potomac. However, he notes that the planned opening of the Yellow line from Gallery Place to National Airport has been pushed back from the end of this year to mid-1983. The problem has been a strike by the firm building the subway cars. That's the Bad News. On the other hand--i.e., the Good News--once the line is open, the trip from L'Enfant Plaza to National Airport will take a mere five or six minutes as compared with the present 23 minutes on the Blue Line. Eventually, the master plan calls for the Yellow Line to run from Greenbelt, Md., to Springfield/Franconia, Va.



U.S. Department  
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## The News in Brief

● The Administrator told a Congressional committee on April 20 that the outstanding performance of FAA employees across the board after the controllers' strike was "the single most significant event to occur in FAA history." Testifying before the House Appropriations Subcommittee on Transportation, he said, "I know of no Government agency, faced with such a challenge, that has ever responded better. While we may have problems and adversities and have improvements to make, I cannot allow this to overshadow the tremendous performance of our people. I am very proud of them."

● The Administrator also testified on the agency's progress in restaffing the air traffic control system. Since the strike last August, 3,500 controller trainees have enrolled at the FAA Academy, and 1,160 have been graduated and moved on to critically staffed facilities for classroom and on-the-job training. In addition, the agency has hired 800 former military controllers who, based on their experience, have been assigned directly to facilities, primarily towers. However, the impact of the new controllers may not be apparent throughout the system until later this year because of attrition of the current workforce, increased use of annual leave and the return of military controllers to their units.  
(See page 2)

## Dallas/Ft.Worth ACDO Named Top Field Office

The Dallas/Ft. Worth Air Carrier District Office has been selected as the outstanding Flight Standards field office based on its operational performance in 1981. Specifically, the unit was cited for "its safety accomplishments during 1981, major contributions to the development and acceptance of the (flight) simulator program and for consistently providing quality service to the aviation public." ACDO chief Harold La Roux said he didn't want to sound trite, but all the usual accolades accorded winners really do apply to his staff in this case. "It's a team effort with everyone involved," he added. "It has to be. That's the only way you can keep an operation this size going and doing its job." La Roux is a 24-year FAA veteran who started as an air traffic controller and has worked in every major agency discipline except Airway Facilities. The winning ACDO has some 40 operations and maintenance inspectors and holds the certificates on more than a half dozen carriers, including American and Braniff. Other nominees for the top award were the Anchorage GADO, Lincoln (Neb.) GADO, New York ACDO, Minneapolis FIFO, Milwaukee FSDO, Atlanta ACDO and San Diego GADO.

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## News Briefs

(From page 1)

● James E. Burnett, Jr. now is the chairman of the National Transportation Safety Board, having been confirmed for the post by the U.S. Senate on March 30. A former Special Associate Justice of the Arkansas Supreme Court, Burnett has been a member of the Board since Dec. 28, 1981, and acting chairman since January 25. He succeeded James King, who left the Board for an administrative post with Harvard University.

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## Talks Set on Improving Labor Relations Ties

Following up on the recommendations of the blue-ribbon task force for improving FAA employee-management relationships, the agency is sponsoring a series of motivational talks on the subject by one of the task force members, Dr. Stephen Fuller, formerly of General Motors and now with Harvard University. Dr. Fuller will address managers and supervisors in Washington headquarters, all eight regional headquarters in the conterminous 48 states and the Aeronautical Center over a two-week period, beginning April 27. Plans also have been made to videotape his presentation for later distribution to field facilities. Dr. Fuller's schedule calls for him to give two presentations a day--one in the morning and the other in the afternoon--in two different cities. He will be in Washington, D.C., and Atlanta on April 27; Dallas/Ft. Worth and Oklahoma City on April 28; New York and Burlington, Mass., on April 29; Chicago and Kansas City on May 6; and Los Angeles and Seattle on May 7.

## Safety Award Winners Announced

An Air New England flight crew has been selected to receive the Daedalian Civilian Air Safety Award for landing their Twin Otter safely last year, despite a partial elevator failure coupled with severe airframe vibration and serious controllability problems. The selection was made jointly by FAA, the Air Line Pilots Association, the Allied Pilots Association and the Air Transport Association. Administrator Helms will present the award to Captain Stanley Bernstein and First Officer Thomas Doherty at June 5 ceremonies in Arlington, Va. The incident occurred May 12, 1981, as a result of a bolt failure in the elevator mechanism. Shortly after departing Waterville, Me., when the aircraft was in instrument weather, the crew heard a loud bang and immediately began experiencing controllability problems. However, the crew did maintain control through skillful piloting techniques and, after breaking out of the overcast at 200 feet, brought the aircraft in for a landing on a 600-foot runway with 100 feet to spare.

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## Noise Reports Available

The Office of Environment and Energy has published three new reports that deal with the subject of aircraft noise. They are: Report FAA-EE-82-1, "A Description of Methodologies Used in Estimation of A-Weighted Sound Levels for FAA Advisory Circular AC 36-3B"; Report FAA-EE-81-16, "Helicopter Noise Definition Report UH-60A, S-76, A-109, 206-L"; and Report FAA-EE-81-15, "Possibility of Hearing Loss from Exposure to Interior Aircraft Noise." Copies and additional information are available from AEE-100 in Washington headquarters. The number is 426-3396.

## North Pacific Flight Routes Increased

The number of airline routes across the North Pacific has been increased by two-thirds in a move that is expected to make more efficient use of airspace and result in significant savings for air carriers flying between Alaska and Japan. Now, more aircraft can fly in and out of Tokyo's new airport at Narita every day before it's closed by an 11 p.m. to 6 a.m. curfew. The new track system became operational last month under an agreement worked out by FAA and the Japanese Civil Aviation Bureau with ICAO approval. The change increases the flight routes across the North Pacific from three to five and the number of flight paths from 24 to 40. There are eight paths per flight route, each separated by 2,000 feet of altitude. Previously, the three North Pacific routes were separated by 100 miles. The new arrangement placed two additional routes between the three without compromising safety, by staggering the altitude of aircraft on adjacent tracks. Thus, aircraft on routes one, three and five fly at odd-numbered altitudes between 29,000 and 43,000 feet, in increments of 2,000 feet, and aircraft on routes two and four fly at even-numbered altitudes between 28,000 and 42,000 feet. This arrangement maintains the 100-mile lateral separation between aircraft flying at the same altitudes. The development of the new route structure was spearheaded by the Air Traffic Service in conjunction with the Anchorage En Route Center, the Office of Systems Engineering Management, the Office of International Aviation and the Technical Center.

Take  
stock  
in America.

## Medical Rules Changed

FAA has simplified its procedures for determining if people who don't meet all the medical standards for a pilot's license can fly an airplane safely. The change to FAR Part 67, which takes effect May 17, broadens the special issuance procedures for granting medical certificates to cover all potentially disqualifying conditions. Presently, persons suffering from certain specific medical conditions such as alcoholism, epilepsy, diabetes mellitus, angina pectoris and other evidence of coronary heart disease must follow the complex and time-consuming process of filing a petition for a formal exemption. FAA said the action does not represent a shift in policy with respect to determining whether individuals who don't meet all the Part 67 standards are medically acceptable to fly. The Federal Air Surgeon will continue to consider "all available information on the applicant, the natural history of the disqualifying medical condition and the need for any limitations." Other changes to Part 67 clarify the cardiovascular disease and alcoholism standards to spell out more specifically the circumstances for disqualifying individuals suffering from these conditions. The agency also said it will soon begin a complete review of Part 67 that could result in further significant changes.

## Phone Number Corrections

In last week's article "Bowling by the Ocean," there was an error in the telephone number for Ed Brown, who is the point of contact. It should be 426-8970.



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## Open Season Plans Set

As previously announced, the Federal Employees Health Benefits "Open Season" will be held May 3 - May 28, with new enrollments and changes effective July 11. Prior to May 3, there will be a desk to desk distribution of BRI 41-331, Enrollment Information and Plan Comparison chart. This is the booklet containing enrollment and general information and a comparison chart showing the major benefits of all plans. Also distributed will be BRI 41-212, the biweekly rate booklet. Other material includes Standard Form 2809, Health Benefits Registration Form, and Standard Form 2809-A, the Federal Employees Health Benefits Program pamphlet, which may be obtained from APT-140 in Room 514. Since the quantity of brochures is very limited, APT will furnish each office and service administrative office with several sets of brochures for all plans available to Washington Headquarters employees for their review during open season. Enrolled employees already should have received a 1982 brochure of their current plan. While this open season is similar to those conducted in the past, one significant change has been made. Enrollees who change to another plan in July will not be required to meet the deductible for the new plan. Any covered expenses incurred from January 1, 1982, to the effective date of the change in July 1982 and applied toward the deductible of the losing carrier, will be credited toward the 1982 deductible for the new plan. Health Benefits Registration Forms (Standard Form 2809) must be completed and submitted to APT-140 prior to the close of business on the last day of the open season, Friday, May 28.

## Talk on Airline Future

"The Airline Outlook for 1982 and Beyond" will be the topic when the Air Transportation Division of the American Society of Civil Engineers gathers for lunch at 11:30 a.m., Tuesday, May 11, in the Channel Inn. The speaker will be Lee Howard, vice president for economics with the Air Transport Association. Luncheon tickets are \$8.25, and reservations should be made with Jim Brunskill on x68590 by noon Thursday, May 6.

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## Tennis Anyone

The FAA tennis team is looking for players who would like to participate in the DOT league this summer. Matches are played on Monday evenings at the GSI courts at Hains Point, with the FAA team in action from 6:30 to 8 p.m. Usually, the agency fields one doubles team each Monday. Anyone interested in swinging a racquet for FAA should contact Ed Van Duyne on x69553.

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## Contract for Dulles Road Link

The Transportation Department has awarded a \$9 million contract to two Virginia concerns for construction of a highway linking I-66 with the Dulles Access Road. Construction is scheduled to get underway at the end of April and be completed in the fall of 1983. Dave Hess of FAA's Metropolitan Washington Airports estimates that the project will cut travel time between downtown Washington and Dulles by 10 to 20 minutes once it's completed.



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## The News in Brief

o Television's "That's Incredible" will feature a number of Orange County (Calif.) Airport Tower controllers on a program scheduled to air May 10. Controllers Mary Eaton, Pete Carey and Mark Washam are included in the segment which focuses on the eventual safe landing of an aircraft that circled the airport for several hours with a stuck landing gear. However, TV schedules are very flexible and FAAers should check their local papers.

o Because FAA employees have substantially cut down the usage of long-distance on the Federal Telecommunications System (FTS), the agency's 1982 cost for FTS long-distance service has been reduced by \$209,300. Robert L. Fairman, DOT Assistant Secretary for Administration, congratulated FAA employees for the excellent record and emphasized that their continued personal support will enable the department to continue and even increase savings in the future.

o The Alaska Game Board has dropped a controversial rule requiring aircraft used for hunting purposes to display 12-inch registration markings because of new FAA regulations mandating a return to the 12-inch numbers for most aircraft nationwide. The FAA rule permits aircraft owners to wait until the next repainting before going back to the larger numbers. (See page 2)

## "People Come First," Management Expert Says

The key to good employee relations in any organization is a top management attitude that people come first. Essentially, that's the message that Dr. Stephen Fuller is providing in a five-day, 10-city tour of FAA offices that included Washington headquarters, the Aeronautical Center and eight regional headquarters. Speaking to overflow audiences of managers and supervisors at each location, the recently retired vice president for personnel at General Motors said all successful organizations are characterized by a concern for their employees and a top management commitment to their well being. He also listed a number of other characteristics that well-managed organizations have in common, including careful pre-employment screening to weed out misfits, a guarantee to employees of job security in both good times and bad, a strong personnel organization with a voice in setting policy and selecting managers, good two-way communications and a formal feedback system, adequate compensation and benefits for employees and an effective system for selecting, developing and evaluating supervisors. Dr. Fuller emphasized that the selection of effective supervisors--particularly first-line supervisors--was almost as important to the success of an organization as its attitude about people. He said he was a great believer in training and noted that IBM spends (See page 2)

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## News Briefs (From page 1)

The Alaskan rule was adopted some two years ago to help spot aircraft engaged in illegal hunting practices and almost immediately became the target of a series of law suits that reached the state Supreme Court.

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## Management (From page 1)

\$700 million a year on training for 167,000 employees. Dr. Fuller, who was a member of the blue ribbon task force that recently completed a five-month study of agency management and employee relationships, undertook his tour at the request of the Administrator. His presentation was videotaped, and plans are being made for its distribution to field facilities. Dr. Fuller is now on the faculty of the Harvard Graduate School of Business Administration.

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## Tech Center B-707 Set for Smoke Study

Engineers at the Tech Center began to dismantle the venerable Boeing 707 almost as soon as they got their hands on it. First the engines came off, then the tail, and then the wings. Obtained from the Charlotte (N.C.) Aircraft Corp., the 23-year old former TWA jet is being dismantled so the fuselage can be used as a test bed for fire safety research. Specifically, FAA wants to evaluate the effectiveness of aircraft ventilation system in exhausting smoke from the cabin and will use the findings to develop test criteria. Testing is expected to get underway sometime this summer.

## MLS in Operational Test

The Administrator had an opportunity to fly the new microwave landing system (MLS) installed on runway 17 at Philadelphia Airport when he dedicated the new control tower there on April 30. The flight was made on Ransome Airlines, which is cooperating with FAA in the two-year Service Test and Evaluation Program (STEP) of MLS. The Ransome planes are the first to fly revenue flights using the new equipment. Initially, these flights will be conducted in clear weather. However, in the future, with experience and appropriate FAA approval, Ransome may begin evaluation of the MLS under instrument flight conditions.

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## New DFs Set for Alaska

The second in a planned statewide network of 24 new very high frequency direction finders (DF) has been installed at Unalakleet, Alas., with another scheduled to be commissioned at Sitka later this spring. The new equipment at Unalakleet is remotely controlled from the Nome Flight Service Station. It's used in conjunction with DF equipment already at Nome to obtain cross bearings on disoriented pilots flying in the Unalakleet area and over Norton Sound. The first of new DFs was installed at Kodiak in January, and all 24 are expected to be in place over the next three years at a cost of about \$3 million. The 24 new DFs will augment the 15 already in operation, providing directional guidance over most major VFR flyways in Alaska.

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## Flight Inspection Planes Get New Equipment

The agency has purchased two new portable flight inspection packages for use in flight inspection aircraft based in Honolulu and Alaska. The latest state-of-the-art equipment will assist flight inspection crews to evaluate the signal characteristic of ground-based navigational facilities when installed later this month. It is expected to be a great improvement over the 20-year-old equipment currently in use. Because the equipment is portable, it can be installed in various types of aircraft for different jobs, such as site evaluations, problem analysis, engineering support, precommissioning and basic flight inspection work. Currently, two flight technicians and two maintenance technicians are being trained in the use and maintenance of the equipment at the Sierra Research Plant in Buffalo, N.Y.

## ATCSs Train in Colleges

The agency has signed agreements with two Pennsylvania colleges to help train future air traffic controllers. The schools are the Community College of Beaver County in Monaca and Robert Morris College in Pittsburgh. Under the agreement, students will receive an A.A. degree in Air Traffic Control at the two-year community college and then move on to Robert Morris to pursue a B.A. in Business Administration - Aviation Management. In addition, they will spend a total of 52 weeks, mostly during summer months, in FAA facilities obtaining on-the-job training and experience. The first class of approximately 12 students is expected to graduate in 1985 and will be eligible for a GS-7 rating. The co-op program is the first of its kind and was initiated by the Eastern Region to determine what role the nation's colleges and universities might play in helping the agency train future controllers.

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## World Covers All Bases

The latest issue of FAA World has something for everyone. There's an interview with the president of the Flight Safety Foundation, who talks about the study his organization did of the air traffic control system and what it found out about employee-management relations in the process. Also featured are engineers in the Southwest Region who have the job of developing certification standards for a new hybrid airplane-helicopter. Two articles focus on the work of Airway Facilities technicians in tracking down spurious radio signals and reducing energy consumption at field facilities. And readers will learn how field controllers are participating in the design of the new sector suites for the future system. Also look for the regular features such as "People" and "Research Highlights."

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## Whittington, Massport Cited For Noise Abatement Work

The Massachusetts Port Authority, or Massport, has been given an FAA Aviation Environment Award for its noise abatement program at Boston's Logan Airport. And New England Region Director Robert Whittington has been granted the agency's Award for Superior Achievement for his part in helping Massport develop the program. The Massport award was the first such presentation since one was given to Seattle in 1980. The Massport plan involves over-the-water departures, a preferential runway-use system and continuing work with impacted communities.

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## Thanks for the Blood

The American Red Cross has written FAA to congratulate the agency for the "enthusiastic support that was exhibited for the April 13/14 blood-mobile." The letter addressed to Deputy Administrator Fenello went on to explain that FAA reached 107 percent of the projected goal for the two-day operation. It said, "Fifty-four productive units were donated on April 13 and fifty-three units on April 14." Beginning July 1, the Bloodmobile will visit FAA headquarters for only one day on a bi-monthly basis, but, according to the Red Cross, this change still allows FAA to maintain their goal.

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## Safety Courses Offered

The University of Southern California is offering three safety courses locally that are of interest to FAA employees. They are Human Factors in Accident Causation, Technical Aspects of Motor Vehicle Safety, and Legal Aspects of Safety. The evening courses, which will be given May 10 - July 1 in the Crystal City complex, are part of USC's Master of Science in Safety degree program but are open to non-degree students as well. For registration forms and additional information, call 521-5025 or 321-7057. Tuition costs and other fees may be paid by the government if the courses are job-related.

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## Bond Drive Begins

The FAA Headquarters' 1982 Savings Bond Campaign Kickoff was held in the FOB-10A auditorium on Tuesday, April 27. Ken Hunt, Director of Flight Operations, and Chairman of the Savings Bond Drive this year, opened the meeting. Administrator J. Lynn Helms was the keynote

speaker. Also joining in the festivities was Mr. Jack Gerrard of the Treasury Department who outlined the benefits and advantages of bond ownership, as well as the proposed legislation that would pave the way for a "market-based" variable interest rate to be paid on U.S. Savings Bonds. A specially prepared film starring the cast of the TV show "Taxi" was also featured and will be shown again to FAAers in the third floor auditorium on May 13 and 14 at 12:30 p.m. and 1 p.m. Don't miss it!

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## Lindy's Flight Featured

"The Lindbergh Legacy" is appropriately this month's special tour at the Air and Space Museum. The half-hour tour will begin at 12 noon in the Milestones of Flight Gallery every Thursday and Saturday. The tour will include in-depth examinations of "The Spirit of St. Louis" and "Tingmissartog" which was the float plane flown by Lindbergh on his famous "North to the Orient" flight. Discussed during the tour will be the famous pilot's flying career, his contributions to the field of aviation as well as his association with Dr. Goddard, who is generally considered the "father" of the liquid-fueled rocket.

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## Vanpool Opening

There is an opening in a vanpool operating from Lake Ridge (Dale City) to the Department of Transportation headquarters for the 7:30 a.m. to the 4 p.m. shift. For more information, call Bruce Crandlemire, ext. 64165.

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

# Headquarters Intercom

## The News in Brief

● Better than one out of every eight "active" airmen and airwomen in the United States lives in California, according to the agency's latest "Aeromedical Certification Statistical Handbook." The national total as of December 31, 1981, was 759,116, with California accounting for 100,492 of this number. Next in line were Texas with 54,291 and Florida with 42,531. An airman or airwoman is considered "active" if he or she has passed an FAA medical in the 25 months preceding the head count. Included in the totals are pilots, controllers and others required to have a medical certificate.

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● Former FAA Deputy Administrator Kenneth M. Smith has been named President of E-Systems, Inc., a Dallas-based (See page 2)

## Retired ATCSs Engaged To Help in Training

The agency is in the process of obtaining the services of up to 183 retired air traffic controllers on a contract basis to assist in facility training of new Academy graduates. Recruitment of the retirees already is underway at the regional level, and those who receive a contract will be given a week of training at the MTS and another week at their assigned facility. Once on the job, they will limit their activities to classroom and laboratory (DYSIM and ETG) training and will not be used to control aircraft or provide on-the-job training with live traffic. To be eligible for a contract, retired controllers must have left the agency after August 1, 1975. In addition, if they retired from a facility, they must have left prior to March 7, 1982. Former controllers now working for the agency as reemployed annuitants are eligible for instructor contracts if they meet the established criteria.

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### First Dress Code For Controllers Okayed

The first dress code to be recommended by a Facility Advisory Board (FAB) has been instituted at LaGuardia Tower. Although LaGuardia is the first facility to actually take the step, the idea of a dress code for controllers is not new. Just last October, the Administrator told the Air Traffic Control Association that he did not support a national dress code but noted that FAA controllers might want to establish codes at the facility level to reflect a professional demeanor. Highlights of the LaGuardia code include clothes that are always neat and clean and shirts and collars with ties, although the ties may be eliminated during the hot summer months. On the forbidden list are jeans, sneakers, running shoes or sandals, shorts, cut-offs, hats and T-shirts or any shirt advertising or promoting any group, union or organization. Tower chief Frank Bombace said he approved the FAB recommendation with enthusiasm. "We're professionals and we decided to dress like professionals," he said. The FABs, which are comprised of controllers, staff personnel and supervisors, were created in February in all ATC facilities having at least three first-line supervisors.

## Contest Winners Picked

Two regional employees and another from Washington headquarters have been named as the winners of the 1981 FAA Photo Contest. Selected in the FAA-employees-on-the-job category was Jerome Duis of the Craig Airport, Sector Field Office, Jacksonville, Fla., who submitted a photo of a technician working on a direction finder antenna system. In the FAA facilities/equipment category, the pick was Gary Glenisky of the Northwest Mountain Regional Office with a shot of a plane landing above fiberglass covered reflector spheres. The final winner was Thom Hook of the Washington Office of Public Affairs, whose photo of homebuilt airplanes flying in formation at the Experimental Aircraft Association Convention was judged the best in the any-facet-of-civil-aviation category.

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FAA spent over \$1 million in FY 1981 printing notices and other material in the Federal Register, and the Office of Management Systems, this figure must be reduced sharply in the current and future years. AMS said that before submitting documents for FR publication, employees must insure that the information meets the regulatory requirements for the Register. They also point out that in some instances money can be saved by publishing a notice announcing the availability of the document in FR and printing the full document by other, cheaper means. For additional assistance, employees should contact AMS-110 or AGC-230.

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## NAS Plan Gains Support

The National Airspace System Plan continues to pick up backing from aviation trade organizations and user groups in testimony on Capitol Hill. The latest to voice support for the 20-year plan for modernizing the air traffic control and air navigation system were the Air Line Pilots Association, the National Aeronautic Association and the Air Transport Association. Typical of the comments were those of ALPA President J. J. O'Donnell who called the FAA document "an excellent plan which reflects extraordinary vision and reasonable goals." At the same time, he urged additional work to focus "on certain system descriptions, human performance as affected by increased automation, the presumed availability of critical system components and the use of independent backup systems." NAA urged implementation of the plan but said this effort should be "accompanied by a phased build up of airport capacity."

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## First ETABS Delivered

FAA's plan to replace flight progress strips in the en route centers moved one step closer to reality this month with the delivery of the first four Electronic Tabulator Display Sub-System (ETABS) consoles to the Technical Center. Two more are scheduled to be shipped next month for a full-scale test and evaluation program. ETABS is intended to take the place of flight progress strips, which currently are the primary means of providing controllers with the identity, route and assigned altitude of aircraft scheduled to come under their control. The system will eliminate the manual labor associated with production and handling of flight progress strips by presenting the data on an electronic display next

to the radar display on control consoles. The information will be automatically sorted, updated and moved from one sector to another in the center. The ETABS delivered to the Technical Center is an engineering model that will be used to develop design specifications for a production version. The equipment was manufactured by Sanders Associates of Nashua, N.H.

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## Nothing Succeeds Like Success

As previously reported in INTERCOM, the program to reduce FTS costs at FAA is succeeding. But the Logistics Service cautions that this must be a continuing effort and offers the following guidelines for FTS use: (1) FTS is provided for official Government business only. Detailed reports are being made of calls placed over FTS for management review. (2) Keep calls short and to the point. The longer you talk, the more it costs. (3) Avoid unnecessary calls. Plan your call for a time when the person you need to speak to will be there. (4) Jot down the items you need to discuss and keep them handy.

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## More Kudos for Controllers

The controllers strike is history now but the extraordinary efforts of those who kept the system running still is recognized and appreciated. The latest to speak out are the pilots of United Air Lines, the country's largest airline. The chairman of the UAL council of the Air Line Pilots Association recently wrote the Administrator asking him to convey "our sincere appreciation to the Air Traffic Controllers who honored their oath and remained on the job during the difficult period we have gone through since last August."

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## Air and Space Museum Gets Barf Bag Collection

Depending on where they had lunch, FAAers may want to follow up the meal with a quick visit to the National Air and Space Museum to view its new airline barf bag collection. Donated by Washington-area resident David Schwartz, the collection includes more than 80 "sick" bags from airlines around the globe, including a number of carriers that have gone out of business. Also, many of the bags are autographed by people like former FAA Administrator Najeeb Halaby, who signed a PanAm bag when he was running that airline. And there's an old Capital Airlines bag signed by "Slim" Carmichael, who was president of that company before it folded and he joined FAA. But don't rush over to the NASM just yet. The collection isn't scheduled for display for some time.

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## Telephone Book in June

The new Department of Transportation telephone directory, which is expected to be printed with a green version of the same design as the current directory, is due to be distributed the first week in June. Over 2,000 changes have been made in the new edition, which reflects the most recent office changes in FOB-10A and the Nassif Building. For the first time, the Maritime Administration will be included in the DOT directory. Employees discovering errors in the new publication are requested to report them immediately to the FAA telephone directory contact on ext. 63915. In this way an up-to-date locator service can be maintained, and corrections will automatically be included in subsequent issues of the directory.

## Sale Aids Handicapped

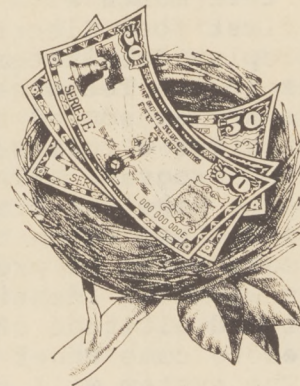
The FA Club is sponsoring another Melwood Farm Plant Sale on May 19 in the lobby of FOB-10A from 10:00 a.m. to 2:00 p.m. Featured will be annual bedding plants, market paks and container vegetables, as well as rose bushes, nursery stock, hanging baskets, large floor plants, lilies and accessories. There will be a "daily drawing" for an eight-inch basket of the winner's choice. Melwood Farm is a non-profit training center for mentally handicapped adults. Horticulture is the medium used to help these people become independent and productive citizens.

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## Things Heating Up ?

If your office is uncomfortable because of the heat, phone the building manager on ext. 63340.

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your  
nest.**



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Buy U.S. Savings Bonds.**

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## First ETABS Delivered

FAA's plan to replace flight progress strips in the en route centers moved one step closer to reality this month with the delivery of the first four Electronic Tabulator Display Sub-System (ETABS) consoles to the Technical Center. Two more are scheduled to be shipped next month for a full-scale test and evaluation program. ETABS is intended to take the place of flight progress strips, which currently are the primary means of providing controllers with the identity, route and assigned altitude of aircraft scheduled to come under their control. The system will eliminate the manual labor associated with production and handling of flight progress strips by presenting the data on an electronic display next

to the radar display on control consoles. The information will be automatically sorted, updated and moved from one sector to another in the center. The ETABS delivered to the Technical Center is an engineering model that will be used to develop design specifications for a production version. The equipment was manufactured by Sanders Associates of Nashua, N.H.

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## Nothing Succeeds Like Success

As previously reported in INTERCOM, the program to reduce FTS costs at FAA is succeeding. But the Logistics Service cautions that this must be a continuing effort and offers the following guidelines for FTS use: (1) FTS is provided for official Government business only. Detailed reports are being made of calls placed over FTS for management review. (2) Keep calls short and to the point. The longer you talk, the more it costs. (3) Avoid unnecessary calls. Plan your call for a time when the person you need to speak to will be there. (4) Jot down the items you need to discuss and keep them handy.

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## More Kudos for Controllers

The controllers strike is history now but the extraordinary efforts of those who kept the system running still is recognized and appreciated. The latest to speak out are the pilots of United Air Lines, the country's largest airline. The chairman of the UAL council of the Air Line Pilots Association recently wrote the Administrator asking him to convey "our sincere appreciation to the Air Traffic Controllers who honored their oath and remained on the job during the difficult period we have gone through since last August."

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## Air and Space Museum Gets Barf Bag Collection

Depending on where they had lunch, FAAers may want to follow up the meal with a quick visit to the National Air and Space Museum to view its new airline barf bag collection. Donated by Washington-area resident David Schwartz, the collection includes more than 80 "sick" bags from airlines around the globe, including a number of carriers that have gone out of business. Also, many of the bags are autographed by people like former FAA Administrator Najeeb Halaby, who signed a PanAm bag when he was running that airline. And there's an old Capital Airlines bag signed by "Slim" Carmichael, who was president of that company before it folded and he joined FAA. But don't rush over to the NASM just yet. The collection isn't scheduled for display for some time.

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## Telephone Book in June

The new Department of Transportation telephone directory, which is expected to be printed with a green version of the same design as the current directory, is due to be distributed the first week in June. Over 2,000 changes have been made in the new edition, which reflects the most recent office changes in FOB-10A and the Nassif Building. For the first time, the Maritime Administration will be included in the DOT directory. Employees discovering errors in the new publication are requested to report them immediately to the FAA telephone directory contact on ext. 63915. In this way an up-to-date locator service can be maintained, and corrections will automatically be included in subsequent issues of the directory.

## Sale Aids Handicapped

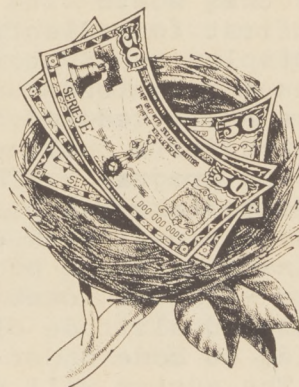
The FA Club is sponsoring another Melwood Farm Plant Sale on May 19 in the lobby of FOB-10A from 10:00 a.m. to 2:00 p.m. Featured will be annual bedding plants, market paks and container vegetables, as well as rose bushes, nursery stock, hanging baskets, large floor plants, lilies and accessories. There will be a "daily drawing" for an eight-inch basket of the winner's choice. Melwood Farm is a non-profit training center for mentally handicapped adults. Horticulture is the medium used to help these people become independent and productive citizens.

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## Things Heating Up ?

If your office is uncomfortable because of the heat, phone the building manager on ext. 63340.

**Feather  
your  
nest.**



**Take stock in America.  
Buy U.S. Savings Bonds.**

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

# Headquarters Intercom

## Jones Report Sparks "Positive" Program

It's going to take several years to correct some of the labor-management problems identified in the Jones Report, the Administrator said in a recent television interview. The problems have been developing over the past 35 years, he stated, "and I'm not going to cure them in 35 weeks." The Administrator's remarks were made on the program "Business Reports" which was produced by a Miami public television station and carried on the Public Broadcasting System (PBS) network. The Administrator said the agency's program to respond to the Jones Report is "very positive" and will be developed in three phases: a short initial phase to determine employee reaction to the report; a second phase, which he said will take about a year, "to show employees that we are serious about correcting the problems" and finally the long-term implementation phase, which will take from five to seven years.

## Thunderstorm Study Begun

A major scientific investigation of the air safety hazards lurking in thunderstorms will be conducted this summer in the Denver, Colo., area. Called JAWS for Joint Airport Weather Studies, the investigation will focus on the thunderstorm-associated phenomenon called "microbursts," which are small, intense downward bursts of air which frequently cause severe low-level wind-shear conditions. Managed by the National Center for Atmospheric Research, with support provided by a number of organizations, including FAA, JAWS is aimed at broadening the basic understanding of the microburst phenomenon so it can be predicted or detected in advance. Other specific goals are to determine the effects of low-level wind-shear on aircraft performance, test and evaluate wind-detection-and-warning systems and extend the usefulness of Doppler radars for detecting conditions which may spawn windshear. Seven different research aircraft, including one provided by the British government, will participate in the data-gathering phase of the JAWS project, which began May 15 and will continue until August 15.

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## Agency Gets DC10 Hulk

The fuselage of the DC-10 that slid off the end of the runway at Boston's Logan Airport is on its way to the FAA Technical Center where it will be used in the agency's safety research programs. After being cut in half, the fuselage made the first leg of its trip by barge from Boston harbor to the Cape May, N.J., Coast Guard station. FAA now is working with the Army on a plan to have the two fuselage sections flown to the Atlantic City test facility by "sky crane" helicopters. Program manager Gus Sarkos said the tests at the Tech Center will not be related in any way to the Boston accident but are aimed at collecting data on cabin fire safety and crashworthiness. The rear section of the fuselage will be used to study the effects of fire in cargo holds, whereas the front section will be involved in an investigation of the effects of crashes on aircraft structures.

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## Airport Congestion Study Set

Acting with the encouragement and support of FAA, the Airport Operators Council International has organized a task force "to examine the problems of airport congestion and the technical and analytical work already done to achieve relief." AOCI executive Vice President J. Donald Reilly will head the task force, which will begin work June 2 and expects to publish its findings and recommendations within 90-120 days. Administrator Helms has written Reilly expressing his support for the study, noting, "Practical solutions to the airport congestion problem must be found soon, because few, if any, major new hub airports can be expected to be built in the U.S. in the foreseeable future. If we do not find ways to better utilize our busiest hub

airports and attendant relievers, we will experience severe congestion by the end of this decade. Even if not completely solved, the problem can be ameliorated; we must get on with it."

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## ICAO Looking for Talent

The International Civil Aviation Organization is soliciting applications for two key staff positions. One is the Director of the Air Navigation Bureau in Montreal and the other is the ICAO Representative in Paris. The director's job is a three-to-five-year assignment and pays \$68,931 per annum with a tax-free net of \$39,407 to \$43,052. Applications are due in API-19 by September 6. The salary for the Paris job is \$55,919 with a tax-free net of \$33,998 to \$36,939. It's a two-year post and applications must be submitted to API-19 by June 18. Additional information on both assignments is available from servicing personnel offices.

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## A Double "Mayday" Save

The pilot already had declared a "Mayday" and was receiving vectors from the Fort Wayne (Ind.) TRACON when his engine quit. That prompted a second and even more urgent "Mayday" from the pilot who had been caught on top of an overcast with minimum fuel. Fortunately, controller Steven Cochran was ready with some sound advice. He told the pilot, "Fly straight ahead, check your carburetor heat and change fuel tanks." The pilot did and the engine kicked over. Cochran then finished the job of guiding the troubled pilot to a safe landing at the Fort Wayne airport. During the month of April, 84 flight assists were reported by FAA facilities. Flight service stations had 39, terminal facilities 33 and centers 22. There were 126 people on board the aircraft involved.

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## NAR Meetings To be Held in Washington

Future meetings of the National Air-space Review (NAR) will not be held at various locations around the country, as FAA had proposed and which had been reported earlier in Intercom. That decision was reached at the initial meeting of NAR's Executive Steering Committee (EXCOM) May 4 when the majority of the industry members on the steering group indicated that meetings outside the D.C. area would strain their travel budgets and their staffs. That means the first two meetings of task groups, originally slated for Chicago and Atlanta in early June, will be held in Washington instead. FAA had wanted some NAR meetings to be held throughout the U.S. to take advantage of special expertise that exists at the selected meeting sites and to get a broader public input to the review. The next EXCOM meeting will be held in late October, and, by that time, several task groups will have met and submitted recommendations for the EXCOM's review. Besides Deputy Administrator Fenello, EXCOM chairman, FAA membership includes Ray Van Vuren, director of the Air Traffic Service, who serves as the EXCOM's executive director, and Ken Hunt, director, Office of Flight Operations. Other members include representatives from the Department of Defense, Air Transport Association, National Business Aircraft Association, Regional Airline Association, Aircraft Owners and Pilots Association, Experimental Aircraft Association and the Helicopter Association International.

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## Safety Record Almost Perfect

Installation of Low Level Wind Shear Alert Systems (LLWSAS) at more than

50 U.S. airports has significantly reduced the number of wind-shear accidents at these locations but the record is not 100 percent, according to the National Transportation Safety Board. Taking issue with a recent Intercom article entitled "Wind Shear - No Accident," NTSB meteorologist Greg Salottolo says at least one wind-shear accident has occurred at an LLWSAS-equipped airport. That was November 11, 1980, when a Braniff Airlines 727 landing at Newark Airport was "lifted off the runway and yawed 30 degrees left," ending up in a grassy area near the intersection of two taxiways. The airplane was not damaged but seven passengers were injured, two of them seriously. Although the pilot was blamed for the accident, the absence of LLWSAS alerts was listed as a contributing factor.

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## FAA to Accept Late Open Season Enrollments

The Health Benefits Open Season is scheduled to end May 28. However, because of problems with late distribution of literature and the complexity of benefit and premium changes, FAA will accept late Open Season enrollments through June 11. The basic materials needed to help employees make a choice among the various health plans are BRI 41-331, "Enrollment Information and Plan Comparison Chart," and BRI 41-212, "Bi-weekly Premium Rate Booklet." Employees should have a copy of each publication. In addition, copies of individual health plan brochures should be available for review at each facility. If not, supervisors should be contacted immediately and a request for the material forwarded to the regional Health Benefits Officer. The grace period for late Open Season enrollments is intended primarily to accommodate employees in facilities which were late in receiving the Open Season material.

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## Savings Bond Campaign

After the first week of the Savings Bond Campaign, 37% of the Washington Headquarters employees were participating in the Bond Payroll Savings Plan. That's 781 employees. The number of new participants so far is 32 with 43 employees increasing their allotments. The Savings Bond Campaign is in full swing. Invest in your future by signing up today!

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## Women's Team Wins

The FAA's women's fast-pitch softball team began its season last week with a lopsided 26-2 victory over a team from a local bank. The women play every Tuesday evening on one of the ball fields near the Lincoln Memorial and would welcome an FAA rooting section. Game times are 6 or 7:15 p.m. Coach Don Blazer has the schedule.

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## Tired of Smoking

For those who would like to kick the cigarette habit there will be a seminar in the 7th floor conference room at 12 noon on May 25. The FA Club has invited a program director from "Smokers' Lifeline" to conduct a free introductory seminar. The topic will be "How to Keep on Smoking While You Learn to Kick the Habit, Calmly, Easily, Permanently, Without Climbing the Walls or Gaining Weight." If there is enough interest, "Smokers' Lifeline" will conduct a group stop-smoking program on the premises. This will be offered at \$195, a special discount of 25% off the regular price.

## Dining Out

The GSI cafeteria now is offering picnic lunches for those who like to commune with nature during their noon meal. A different box lunch is offered every day and the management is trying to keep the price below \$3.00. Anyone interested should call 554-8200 by 10 a.m. to place an order.

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## Open Season Material Being Distributed

As described on the preceding page, FAA will accept health benefits open season enrollments through June 11. The desk to desk distribution of the open season material now is in progress. Eligible employees will receive the booklet containing enrollment and general information, and a comparison chart showing the major benefits of all plans and the biweekly rate booklet. Administrative Officers in the offices and services have been furnished with sets of the 1982 brochures for all plans available to headquarters employees. The plan brochures also may be reviewed in APT-140, Room 515. Employees should carefully examine the brochures of the plan they select since they contain a complete description of the plans benefits. Employees wishing to enroll or change their enrollment must complete Health Benefits Registration forms (SF-2809) which are available in APT-140, Room 515. Although new enrollments and changes in enrollments may be submitted through June 11, employees are encouraged to submit them to APT-140 prior to the close of business on May 28. Employees will receive their plan brochures following the receipt of their registration forms in APT-140.



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## The News in Brief

o Despite the controllers' strike and a weak economy, the United States still had eight of the world's 10 busiest commercial airports in 1981 in terms of passenger traffic. According to statistics compiled by the Airport Operators Council International, Chicago O'Hare retained the number one position with 38 million passengers, followed closely by Atlanta Hartsfield with 37.6 million. Next in line were Los Angeles International, London Heathrow, New York's JFK, Dallas/Ft. Worth, Denver Stapleton, Tokyo Haneda, Miami International and San Francisco International. New York City remained the world's busiest traffic hub with its three airports handling a total of 54 million passengers.

o The FAA Administrator and his 20-year National Airspace System Plan is featured in the May issue of Government Executive magazine. The article, entitled "FAA, Airways, Airports and a Systems Approach to Economic Vitality," says that, even though the airspace system is facing a number of constraints and a whole gaggle of special interest groups "pulling seven ways to Sunday," these groups agree that the plan is "the best thing to come out of a federal agency in years."

## Reduction of Sectors In Centers Viewed

A six-month analysis of the 721 sectors at the 20 enroute centers in the conterminous U.S. will result in approximately 160 of them being eliminated under an ARTCC Resectorization Program aimed at improving sector design and efficiency. The Air Traffic Service has set December as the completion date for the task. This time frame will allow affected centers the opportunity to review in detail the proposed sector revisions. The teams conducting the analysis consisted of air traffic specialists from Washington and regional headquarters and were formed under the direction of the headquarters ATC Procedures Division. This effort is part of the ATC Recovery Program, which was established following the strike last summer. Besides improving sector design and efficiency, the reductions, plus other boundary and sector adjustments, are expected to provide more effective coordination between centers and more direct routings for aircraft, resulting in significant fuel savings. In addition, the ARTCC Resectorization Program paves the way for other fuel-saving measures the agency has planned, including automated enroute metering. Implementation costs of the ARTCC Resectorization Program are estimated to run between \$8 and \$11 million. However, these costs will be more than offset by the estimated initial savings of up to \$24 million as a (See page 2)

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## Sectors (From page 1)

result of the elimination of sector equipment and its maintenance. Moreover, operating costs estimated in the vicinity of \$60 million annually can be avoided by eliminating the inefficient sectors.



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## Flying to the Fair

Things are starting to jump at Knoxville, Tenn., as the 1982 World's Fair gets into full swing. In order to take care of the approximately ten percent increase in aircraft traffic, the agency has reopened, from 8 a.m. to 8 p.m., the Downtown Knoxville Airport. This facility was temporarily closed following the Aug. 3, 1981, air traffic controllers' strike. Besides opening the field, an ILS (without a glide slope) has been added to help pilots make approaches in marginal weather. Out at McGhee Tyson, Knoxville's main airport, an Approach Light System has been installed on runway 22-R, which now makes this a Category II runway. Although most of the traffic increase in the area is made up of general aviation planes, at least

one new major carrier is landing at Knoxville each day, and another airline is flying wide-bodied jets into the area. For VFR pilots flying into the area, the Knoxville ATIS--128.35--should be monitored to ascertain the appropriate approach control frequency for initial call-up.

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## ATC Job Date Extended

The Office of Personnel Management (OPM) announced recently that they are extending from May 28 to June 30 the date for the acceptance of applications from individuals interested in air traffic control positions. Under the new timetable, applicants responding to announcement FAA/ATCS-2 must complete a Form 5000-AB and submit it to any OPM office no later than June 30. While some FAA regions may have application forms, in most instances applicants will have to contact their local OPM office.

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## Minneapolis Wins Award

The Minneapolis Flight Inspection Field Office has been picked as the 1981 winner of the FIFO Office of the year award. It was selected as the top office in a field of ten by the Flight Standards National Field Office (FSNFO) located at the Aeronautical Center. MSP FIFO was chosen for its superior performance in the fields of flight inspections, aircraft maintenance, flight procedures development as well as efficiency and effectiveness. Besides winning the annual award, MSP FIFO is FSNFO's nomination for the Flight Standards Field Office of the Year Award.

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## Controllers to Get Civil Air Patrol Award

For working on their own time to help locate a missing aircraft and its pilot, two Los Angeles Center controllers will be honored June 1 with the presentation of the Civil Air Patrol's Special Certificate of Achievement. Robert White and Edward Freeman spent approximately 100 hours of off-duty time reviewing recorded radar and other data in an effort to track the single-engine plane that disappeared in April 1981 after taking off VFR from the San Joaquin Valley Airport. They finally pinpointed the crash site in the mountains between Los Angeles and Bakersfield and guided a search team to the location. Although the pilot was dead, their efforts enabled searchers to close the books on the accident and ended the uncertainty for the next of kin.

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## New Program Helps Staff Critical Facilities

So far, 31 controllers have been selected for the Chicago Center and 19 for the New York Center as part of a one-year incentive program designed to get controllers to move to centers suffering critical staffing shortages, such as Chicago, Indianapolis, Minneapolis and New York. This one-year program is in addition to the two-year program which was described in the April 5 Intercom. Approximately 25 controllers have chosen to participate so far in the two-year program, which provides per diem for up to 90 days and various options at the end of the two-year period. All participants in the one-year program, on the other hand, receive a flat per diem rate of \$50 a day for the entire period. In high-cost areas, expenses of up to \$75 a day will be paid for the first 90 days. At the end of the one-year

period, employees must return to their original facilities, unless they request to stay at the critical facility and go through normal procedures for a transfer.

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## Public Use MLS Set

The first public-use Microwave Landing System (MLS) is scheduled to be installed this fall at the Wexford County Airport, Cadillac, Mich. Although the equipment and installation will be paid for by the state, the community and a private donation, FAA will be involved in several aspects of the project. For instance, the Systems Research and Development Service will be responsible for the design approval. The Great Lakes Region will review the construction plans, the Airway Facilities Service must approve the maintenance program once the equipment is installed and the Office of Flight Operations will be responsible for the commissioning and flight inspection of the system, as well as the approval of the approach procedure. In addition to the Cadillac MLS, which was built by the Hazeltine Corp., the State of Michigan plans to install similar equipment at the Sturgis and Belaire airports. Another non-Federal program is underway in Alaska, where the City of Valdez is installing a Bendix-made MLS at its airport. Under the Service Test and Evaluation Program (STEP), FAA has four MLS installations; two at Washington National, one at Philadelphia and one at Clarksburg, W. Va. While not commissioned for public use, a system at Washington National and Philadelphia is being used under an agreement by Ransome Airlines to gather operational data for the STEP. In addition, Aeromech Airlines is expected to begin operations between Washington National and Clarksburg in the near future.

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## So Far no Benches

Now that spring has sprung all over Washington and people are eating their brown-bag lunches in the great outdoors, it's time for another progress report on the park behind FOB-10A. The grass, at least is flourishing, but so far there is no sign of the promised benches. According to the Department of Interior, portable benches may be moved in, but final plans depend on whether Metro decides to use some of the area for another subway entrance. That's not much news maybe, but it's all there is right now. Intercom will keep you up to date as the situation develops.

## Missing

Within the past week, two valuable items have disappeared from the Labor Relations and Career Development Branch, APT. One complete set of Health Benefits plan brochures and the one and only copy of the "Check Book Guide to 1982 Health Insurance Plans for Federal Employees" were taken from Room 515A. The brochures and the "Guide" were available for all headquarters employees to review. The Office of Personnel and Training would appreciate having them returned, no questions asked, so that other employees may review them between now and the end of the open season on June 11.

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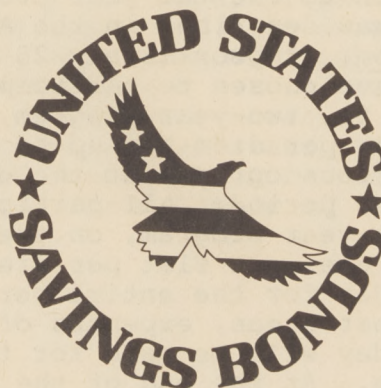
## New Automation Office Being Formed

The Advanced Automation Program Office, which has been established to provide the direction and management necessary to develop and implement a new and improved automation system, for the enroute and terminal ATC system is now being formally staffed. In addition to the previous appointment of Valerio R. Hunt as the Director, Al Albrecht, AED-1, has announced the following appointments in acting capacities: James Cain - Acting Deputy Director, AAP-2; Andres Zellweger - Acting Chief, System Engineering Division, AAP-100; Michael Perie - Acting Chief, System Development Division, AAP-200; Bruce Putnam - Acting Chief, System Implementation Division, AAP-300; and Thomas Munroe - Acting Chief, System Control Division, AAP-400. Phone numbers are in the process of being established. The main number for the Office is 426-1628.

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## Savings Bond Sales Up

Midway into the 1982 U.S. Savings Bond Campaign, a total of eight offices are above the 50 percent mark. The Office of the Associate Administrator for Administration leads with 100 percent; Office of Labor Relations - 66%; Office of Airworthiness - 60%; Office of Aviation Medicine - 58%; Logistics Service - 55%; Office of Aviation Policy and Plans - 55%; Office of Systems Engineering Management - 54%; and, the Office of Civil Aviation Security - 53%. Several more offices are very close to passing the 50 percent mark. There's still plenty of time to "Take Stock in America." And all employees are encouraged to sign up today!





U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## The News in Brief

- The agency held a lottery at Washington headquarters May 27 to determine the order for allocating the slots left vacant by the suspension of operations by Braniff Airlines. A total of 76 airlines took part in the random drawing for approximately 251 arrival slots at 37 airports. Actually, Braniff had vacated 411 slots when it shut down and filed bankruptcy papers. However, 101 of them had been authorized for emergency use temporarily and 50 arrival slots at Dallas/Fort Worth Regional Airport were held back by FAA to reduce air traffic delays in the Dallas area.

- As the agency was busily working on upcoming airline schedules and reallocating the arrival slots vacated by Braniff, the Administrator reminded an airline audience in Savannah that the FAA aims to get out of the slot allocation business "as quickly as possible." In fact, he told the group, "we hope the 1983 summer airline schedule will be the last one we'll have to get involved in."

- The fifth edition of the "Guide to Federal Aviation Administration Publications" is just off the press. It lists approximately 5,000 FAA publications as well as many from the Civil Aeronautics Board, National Transportation Safety Board and National Ocean Survey. FAA employees can get a copy from their regional public affairs offices or by writing APA-430 at FAA Washington headquarters.

## ATC Revitalization Act Passes Senate

By unanimous consent the Senate passed on May 27 the Air Traffic Control Revitalization Act. The version passed is essentially the same as the bill sent to the hill last November by the Department of Transportation. The only difference is that the half hour guaranteed lunch period for tower and center controllers is extended to flight service station specialists. Approximately 25,000 FAA employees would be affected by the increases. Of these, about 12,000 would be controllers and their supervisors. The others would be Air Traffic Service employees who staff flight service stations, the technicians who maintain the air traffic control and air navigation equipment and flight inspection and test pilots. This action by the Senate is a major step forward but a drastic difference exists between this bill and the one that will be considered by the House of Representatives. According to the FAA Administrator there is no way to predict what the final version will be, but Intercom will keep readers informed.



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## Customs Stiffens Reporting Requirements

The Customs Service has expanded its requirements for private aircraft flying into the U.S. from South of the border in order to reduce the smuggling of illegal narcotics into the country. As a result, all private aircraft entering the country from foreign locations south of the U.S. now must report their pending arrival to FAA or directly to Customs. Also, they must land at the nearest designated Customs airport whether they enter the country across the U.S./Mexican land border or by flying in over the Gulf Coast or the Atlantic Coast. Previously, only planes coming across the land border were required to land at a designated airport.

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## North Atlantic Traffic Growth Off

The North Atlantic Forecasting Group, which includes a representative from FAA, has pulled in its horns a bit in projecting future air traffic growth, citing "the less optimistic economic outlook" as the primary reason. The group's latest forecasts indicate that passenger traffic in the North Atlantic region will increase at an annual rate of 3.5 percent in the 1982-1987 time period, going from 20.4 million to 25.1 million. That's almost two percent less than the growth rate called for in the forecasts published in 1981. Similarly, aircraft movements in the North Atlantic also are expected to increase at a slower rate than previously projected. The number of flights would rise two percent per year, instead of 2.4 percent, going from 118,000 to 133,000.

## GAR Rule to be Lifted At Two Centers

Beginning June 7, general aviation pilots intending to fly within the Salt Lake City and Seattle center areas will no longer have to obtain a reservation beforehand from FAA. The change was included in an amendment to the General Aviation Reservation (GAR) rule, issued last October, which requires general aviation pilots to obtain reservations before flying IFR in enroute airspace. The relaxation of the rule in these two center areas is made possible, says the Air Traffic Service, by the increasing IFR capacity of the enroute system. The amended GAR rule, however, now requires GA turbojet aircraft flying at 29,000 feet and above to obtain a reservation unless they plan to fly 200 nautical miles or more. Previously, those GA flights were exempt from the GAR rule. However, numerous short distance flights using this exemption are having an adverse impact on the ATC system.

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## FR Contacts Clarified

The contact points for questions about publishing material in the Federal Register are AMS-110 and AGC-203. Previously, Intercom said AGC-230.

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## New Challenges for FAA

Administrator Helms told the annual meeting of the American Institute of Aeronautics and Astronautics that technological advances in aviation are posing new challenges to the agency. Among these, he explained, is the increased use of digital computer technology in aircraft that is forcing the agency to certificate software as well as hardware. He also noted the increasing use of composite materials and the accompanying problem of how to protect them from lightning strikes. The increased susceptibility of high-bypass-ratio jet engines to damage from bird ingestion is still another challenge, he said. The Administrator also expressed concern over the lack of emphasis being given to math and science in the Nation's pre-college educational institutions and called for a national drive to increase the number and quality of such courses.

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## Retroactive Payments Being Processed

Those Fair Labor Standards Act retroactive overtime payments for GS-12 electronic maintenance technicians related to their reclassification from an exempt to a non-exempt status are now being processed. Generally, claims that were submitted to the General Accounting Office (GAO) are being processed in the order they were received. Employees who believe they have retroactive entitlements due them should file a claim with GAO immediately if they have not already done so. The address is U.S. General Accounting Office; AFMD - Claims Group; 441 G Street, N.W., Washington, D.C. 20584. For additional information, employees should contact their servicing Personnel Management Division or Office.

## Customs Lauds ATCSs

Two controllers from Caldwell Tower, Fairfield, N.J., who helped to foil an attempt to distribute 1,000 pounds of marijuana that had been smuggled into the U.S., have been commended by the Custom Service. The controllers, James E. Lennox and Barrett C. Lewis, kept track of the suspect aircraft as it flew from New Jersey to Florida to pick up the illegal cargo. The two controllers coordinated a team effort and relayed information from FAA facilities along the route to Customs officials, remaining on duty beyond their regular shift without compensation. In its commendation letter, the Customs Service states: "Without their assistance the case might not have reached a successful finish."

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## Midair Causes Various

The failure of each flight crew to see and avoid one another was cited by the National Transportation Safety Board (NTSB) as a probable cause of the Sept. 23, 1981, midair collision over the New Jersey Meadowlands sports complex. Although both planes were flying VFR and responsible for their own separation, the Board also cited the controller's failure to notice the conflict because he was involved in a non-essential administrative phone call. There were two fatalities when the helicopter and a twin-engine aircraft collided while approaching Teterboro Airport. Also contributing to the accident, according to NTSB, were misleading position reports for both aircraft involved. In addition, the Board criticized FAA for its failure to train and qualify tower personnel on BRITE radar equipment, which is available in the tower. Since the accident all controllers in the tower have been trained and qualified on the new equipment.

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## Dulles Expo Marks 20th Birthday

Dulle International Airport turns 20 in November and supporters of the airport are planning a premature birthday party over the weekend of June 26-27. Conceived by the Loudoun County Chamber of Commerce with the support of the Washington Dulles Task Force and the FAA, "Dulles Expo '82" is intended to display the business potential of the Northern Virginia area as well as promote greater use of the airport by air travellers. Over 100 exhibits will be featured, ranging from Rolls Royce to the Smithsonian Institution to the U.S. Navy. Also included among the exhibitors will be all 15 airlines serving Dulles. Other events include displays of antique aircraft, ultralight aircraft, the Concorde and the C-5A. Also scheduled is a country-style barbecue and a full range of musical events. One of Dulles' three runways will be turned into a parking lot for the two days of the Expo in order to accommodate the expected crowd of 50,000 persons.

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## Golden Opportunity

The FA Club is sponsoring another Gold Sale June 8 from 10 a.m. to 3 p.m. in the lobby of FOB-10A. Available will be 14 karat gold, sterling silver and gold filled jewelry now at timely savings for the graduate, the bride, or as a personal indulgence.

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## Open Season Closes

Just to remind you that Open Season closed May 28 and the grace period for filing registration forms (SF-2809) is close of business June 11. Enrollment forms are available in APT-140, Room 515.

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## Riders Wanted

Van pool riders are needed for various vans: from Lake Ridge, Horner Road to Nassif Building, 7:30 a.m. to 4 p.m. shift, contact Bruce Crandlemire (h) 791-3605, (O) x64165; from Dale City, Horner Road to Nassif Building, 7:30 a.m. to 4 p.m. shift, contact Larry Harris (H) 590-4153, (O) x64165; and Montclair and Horner Road to FOB-10A, 8 a.m. to 4:30 p.m. shift, contact Leon Groyer (H) 680-4586, (O) x59397.

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## Barber Cuts Out

FOB-10A, alas, is temporarily without a barber. "Nick the barber," who held court in his second floor cubbyhole for more than eight years has cut out after his last cut. According to GSI, a new barber, Wayne Smith, has already started setting up shop in the second floor location and will be open for business in the middle of June. For appointments call x68622.



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## The News in Brief

• While stating publicly that all strike cases will be disposed of by the end of the year, the Merit Systems Protection Board has supported FAA's actions on the first 11 decisions on appeals from fired controllers. Essentially the board has ruled that a union-led nationwide strike did begin on August 3, 1981, and that the employees' absence from work was sufficient proof of participation in the strike. MSPB presiding officials have rejected all procedural defenses as well as claims of intimidation or harassment. Only one case has been remanded for rehearing on a technical matter.

• Patricia A. Goldman has been appointed vice chairman of the National Transportation Safety Board. Goldman has been a board member since June 1979 and headed NTSB teams investigating the DC-10 runway accident at Boston Logan in January and the Air Wisconsin crash in Valley, Neb., in 1980. She also conducted the recent NTSB hearing in Washington on runway ice and snow problems.

• The Canadian Supreme Court has upheld the designation of Canadian air traffic controllers as "essential" employees under the Canadian labor statute. This has the effect of eliminating the legal right of Canadian controllers to engage in strikes.

## Better Human Relations Is Agency Goal

Proclaiming the principles that "the people of the FAA are the FAA" and "within the framework of our safety mission, people come first," the Administrator has announced a series of steps that will be taken in phase two of a three-part program to improve human relationships within the FAA. In announcing the actions after a meeting with top agency officials in Oklahoma City June 2-3, the Administrator said phase two "will include a variety of actions and programs calculated to improve human relations and management and to show results within a year or less." A key first step was the establishment of a Human Relations Policy Committee to assist the Administrator in planning and implementing new policies designed to bring about the needed improvements in human relations. Chaired by the Administrator, the committee also will include the Deputy Administrator, the Associate Administrator for Administration, director of the Air Traffic Service and the directors of the Great Lakes and Western-Pacific Regions. Other major actions to be taken in phase two include:

• The facility advisory board concept recently established for larger AT facilities will be supplemented to cover virtually all elements of the agency except those where contracts with labor unions make such action impossible.

(See page 2)

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## Human Relations (From page 1)

- A policy statement on Human Relations in the FAA will be issued shortly.
- A human relations specialist position will be established in each region, the Aeronautical Center, the Technical Center, and in Washington Headquarters. The specialists will report directly to the Deputy Administrator.
- Qualification standards and rating criteria for supervisory and managerial positions are being reviewed and modified to place greater emphasis on human relations skills.
- Supervisory and managerial training at the Management Training School in Lawton will be revised to place greater emphasis on human relations considerations and the development of supervisory skills. Those who don't demonstrate the skills and attitudes needed for successful performance will be returned to nonsupervisory positions.
- More training dollars are to be made available for supervisors and others who wish to take training in management skills and related subjects on their own time through local colleges.
- All supervisors and managers will be evaluated on their performance in the human relations area. Good performance in human relations will be the trademark of a successful FAA supervisor or manager. However, in the June 3 memorandum spelling out the actions to be taken under this phase of the program, the Administrator stated that he did not "accept a premise that our problems in human relations result exclusively from poor supervision and management." Expressing the belief that "we can make the FAA a better place to work as well as a more productive organization," the Administrator said that would "require both intent and commitment by employees as well as supervisors." The Administrator's

three-phase program was announced after the Jones Report identifying labor-management problems within the FAA was issued, but the Administrator said phase one of the human relations improvement program began shortly after he took office. The most recent action taken under phase one was the review of employee comments in reaction to the Jones Report. Phase three, which the Administrator said will take from 5-7 years, "will include the efforts needed to bring about a substantial change in the FAA management philosophy and practices through long-term evolutionary changes."

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## Management Students Give Helping Hand

FAAers attending the agency's Management Training School (MTS) at Cameron University in Lawton, Okla. have donated more than \$55,400 over the past 10 years to a special scholarship fund that helps deserving students attend the university. Cameron University's director of financial aid calls it "the finest perpetual scholarship in the history of the school." Donations to the FAA-MTS Scholarship Fund are deposited in a local savings institution, and the interest is used for scholarship awards. To date, the university has granted 60 such scholarships, totalling almost \$27,300. The scholarships are awarded to students on the basis of qualifications, merit, financial need and academic promise, without regard to race, creed, color and national origin.

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## NAR Task Groups Begin

Now that organizational and other preliminary matters are settled, the National Airspace Review (NAR) will be getting down to its primary business June 7 when two task groups begin meetings in Washington, D.C., for a three-week period. These are the first of 16 task groups, made up of representatives of aviation user groups, the military and FAA, whose job is to review various aspects of the National Airspace System and make recommendations for improvements in design and procedures. The recommended improvements will be aimed at making the system more efficient for both civil and military pilots. One task group, under the chairmanship of Drex Barksdale, an FAA airspace specialist from the Southern Region, will focus on improvements in special-use airspace, such as military training routes, national security areas and flight test areas. The other task group will direct its attention to terminal airspace, including the establishment criteria and design of terminal control areas (TCA) and terminal radar service areas (TRSA). Walt Mitchell, chief of the Air Traffic Service's Terminal Operations and Procedures Branch in Washington headquarters, will serve as acting chairman of this group. All recommendations by the 11-member task groups must be reviewed and okayed by the Executive Steering Committee before being passed on to the Administrator who has the final say on their implementation.

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## Computer Schedule Set

If Congress authorizes the necessary multi-year funding, FAA will begin deploying the new "host" computers in the air route traffic control centers in 1986, according to the schedule provided by the

Administrator in recent testimony. The new computers would increase system capacity more than tenfold in comparison with the present IBM 9020s, as well as increase reliability and reduce energy consumption. The Administrator said the new computers would play "host" to the 9020 software until new software packages and sector suites are developed. These would be introduced in the field beginning in 1988. "I have deliberately planned a two-year period between the introduction of the new host computers and the introduction of the new software," the Administrator added. "The reason is that I know from personal experience that there would be risks if we exceeded our capability of absorbing innovations into the system. The two-year period will give us a chance to 'shake out' the host computers--to eliminate any bugs they may have--before introducing the new software."

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## New World Highlights Jones Report

On the theory that every FAAer would like to have a summary of the Jones report on the agency's "Management and Employee Relationships" for ready reference, the current issue of FAA WORLD highlights the introductory narrative and lists the key recommendations. Also in the same issue is a photo story about closing the radar gap on the Seattle-Anchorage air routes, an article on the use of math modeling at the FAA Technical Center to solve ILS siting problems, a profile on the Reno Airway Facilities Sector, a feature about a Southwest Region employee who has logged a million miles at the wheel of government vehicles and the first of a new "Feeling Fit" series. The magazine is in the mail now.

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## Retirees

The following Washington headquarters employees retired during the months of April and May: Stella B. Weyandt, AOA; Robert J. Kennedy, AWS; William Statter, Donald P. Dunn, AAF; James F. Bell, Jr., Robert G. Davis, AAT; William A. Kleiber, AFO; Frank P. Lee, Jr., Frederick W. Potter, Icie M. Goodwin, Richard C. Segura, ALG; and John J. Dorman, ARD.

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## Friday's Sound a Mistake

At about 4:35 p.m. on Friday, May 28, there was a false alarm sounded in FOB-10A. The sound was caused when the alarm was accidentally tripped in the building monitoring system. Actually the "horn" heard by employees is intended only for the security guards. This pre-alarm causes the guards to investigate/verify a potential problem before they manually sound the fire bells. Somehow, the pre-alarm got into the public address system, causing some confusion. Remember in FOB-10A its bells that sound the alarm.

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## Mixed Baseball In Full Swing

In the inter-office/service Slow Pitch Softball League, eight FAA, DOT and NTSB teams are vying for the local championships. The games are coed (a minimum of three women on the field at all times) and are played after work on the mall. After four-weeks of playing with no serious casualties, three teams, AAT, AVS and DOT-IG are tied for the league lead with two/one records. The teams welcome spectators. Those interested in upcoming games should call Don Blazer on x68798.

## GSA Car Rentals

The General Services Administration (GSA) recently published procedures to assist agencies in identifying charges for rental of GSA vehicle. The procedure requires travelers who get vehicles directly from a GSA motor pool to provide dispatchers with their accounting classification numbers. This information will be inserted in the appropriate spaces on the GSA Form 312, Motor Vehicle Dispatcher Record. A copy of this will then be given to the traveler for submission to the accounting office, along with his/her travel voucher.

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## Spanish Lessons Free

All are invited to the FA Club-sponsored free Spanish Conversation Classes in FOB-10A. The 12-week program will begin June 12 and run through September 2. It will be held from 11:30 to 12:10 (Thursdays) in Room 221B. Professor Flavio De Rosa of AIA promises to teach Castillian Spanish with an authentic Chilean accent. If interested, contact Marie Mader, x68347 or Jim Link, x68714.

**BLOOD  
IS LIKE  
A  
PARACHUTE**

**If it's not there  
when you need it,  
chances are  
you'll never  
need it again.**



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

# Headquarters Intercom

## CBI Working Out 'Bugs'

Recently completed preliminary evaluations of Computer Based Instruction (CBI) at Airway Facilities locations indicate that CBI is an effective training tool, but problems with the interim system still exist. As it stands now, this system consists of six basic AF courses and CBI terminals at 30 sector offices. During this period of travel money restrictions, this system has provided training that otherwise would not have been available for FAA technicians. In addition, student reaction to the lessons presented visually on the touch-sensitive TV-like terminals has been good. However, the purpose of the interim system was to identify and solve problems, and, to be sure, some problems have cropped up. There has been some dissatisfaction with the written portion of some courses, and at some locations students are lined up to use the terminals, whereas other terminals are not being used to their full potential. These problems are currently being addressed by the FAA Academy, AAC-500; the Training Programs Division, APT-300; and the Airway Facilities Programs Division, AAF-100. A more extensive evaluation is planned before the full system goes into operation with new and improved equipment sometime late next year.

## FAA Supports Legislation To Protect Employees

Legislation to immunize Federal employees from personal law suits "for negligent acts" committed while on duty is being backed by the agency. Citing the tremendous monetary damages sometimes sought by plaintiffs from controllers and other FAA employees following aircraft accidents, FAA representatives appearing before Senate and House Judiciary committees asked the lawmakers to support legislation that would require suits to be brought against the government rather than individual employees. The FAA representatives contended that this legislation would not reduce employees' motivation to perform their jobs with the highest standards of care. On the contrary, they assured the Congressional committees, the safety of the travelling public would remain foremost in the minds of FAA employees.

## PATCO Loses Appeal

By a 3-0 vote, a Federal Appeals Court in Washington, D.C., has upheld the government's decertification of PATCO. The court held the Federal Labor Relations Authority "did not abuse its discretion" in stripping PATCO of its union status.

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## Airport Task Force To Report by Labor Day

An industry task force on airport capacity improvements and delay reduction met at FAA for the first time June 2-3 and promised to have a report on the Administrator's desk by Labor Day. The 23-member group of top aviation experts, assembled by the Airport Operators Council International (AOCI), will provide the Administrator with recommendations concerning the most practical ways to increase capacity at the nation's major airports to meet the projected growth of aviation and, at the same time, reduce the growing problems of congestion and delays. Speaking to the task group, the Administrator said he looked to the groups "to recommend actions which we can take, procedures we can change, and technology improvements we can implement to yield important capacity improvements." The task force was briefed by FAA staff on the work that has been done by FAA and the aviation community to solve the problems of capacity and delays. The task force was then divided into smaller groups to examine specific concepts that may be worth further consideration by the full task force. The first two smaller groups will meet later this month.

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## Care is Essential With Privacy Act Info

Privacy Act materials should not be just casually tossed into the wastebasket but should be positively destroyed, according to the Office of Management Systems. The Department of Transportation Office of Security recently learned of a case where this was not done. Privacy Act information, such as pay and leave records, popped up on the reverse side of recycled computer

paper. AMS points out that this is what can happen when these materials are not shredded or incinerated as stipulated in FAA Order 1350.22A.

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## All ARTS IIs Delivered

With FAA acceptance of the automated radar terminal system (ARTS II) at Bismark, N.D., in early June, the Burroughs Corp. completed delivery of all 84 systems ordered by the agency under contracts dating back to 1974. Of the 84 systems, 79 are in operation, four still are awaiting controller checkout and one is to be relocated. Earlier this year, FAA contracted with Burroughs to upgrade all of the ARTS II installations to include such features as conflict alert and minimum safe altitude warning. A "tracking" capability also will be added, which means the computer keeps a history of each transponder-equipped aircraft and predicts where it will be on the next antenna sweep.

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## ICAO Has Openings

The International Civil Aviation Organization has two-year job openings in Dakar and Montreal. Needed in Dakar is a Manpower and Training Officer - French, with a gross salary of \$38,167 and a tax-free net of \$25,672 to \$27,612, (PC-3/82); in Montreal a Language Officer - Interpreter/translator, Russian, with a gross salary of \$30,518 and a tax-free net of \$21,600 to \$23,104, (PC-6/82). Applications for both positions are due in API-19 by July 6. Information about duties, salary, qualifications, applications and benefits is available at personnel offices.

## Agency Leases Communication Equipment

The agency has contracted with two companies to lease electronic voice switching systems for selected airport control towers and flight service stations. The new integrated system will permit air traffic control specialists to use the same equipment for air-ground radio, interphone and intercom communications. It also will greatly speed the process of establishing communications by employing microprocessors and the latest solid-state technology. Denro Laboratories of Rockville, Md., is providing Type 1 Integrated Communications Switching Systems (ICSSs) for 53 smaller airport towers for a 10-year period at a cost of \$34 million. Litton Systems' American Division of College Park will supply higher capability Type 2 and 3 ICSSs for larger towers and flight service stations, respectively, over the same 10-year period for \$109 million. Both contracts include maintenance and cover switching equipment, microphones, as well as devices which allow equipment to be connected to telephone lines.

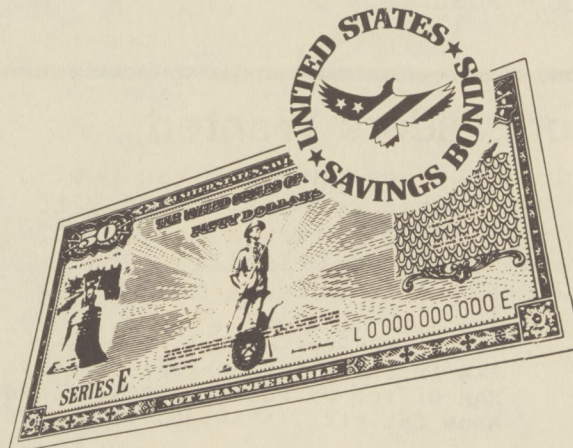
## Aviation did Well in '81

Aircraft accidents accounted for only 2.6 percent of all transportation fatalities last year with more people dying in recreational boating than all of aviation. National Transportation Safety Board figures on transportation deaths in 1981 show aviation had 1,399 fatalities out of a total of 53,496. General aviation had 1,265 deaths, commuters and air taxis had 130 and the air carriers had 4. As usual, motor vehicle accidents accounted for most of the total fatalities with 49,125, of which 5,811 involved motorcycles and pedalcycles. Commercial and

recreational marine accidents had 1,596 deaths, railroads 629 and pipelines 19. Another 728 people were killed at grade crossings.

## Alaskan Comm System Being Replaced

The agency is installing a new computerized communication system in the State of Alaska to upgrade and replace the old Service "A" and "B" low-speed circuits. The satellite system, which will handle the transmission of all weather and flight planning data within Alaska and between Alaska and the lower 48 states, is being supplied by Western Union. The new system will eliminate all low-speed, teletype lines and equipment currently in use in Alaska, including Service "C" and aviation weather circuits to extension users. (In the lower 48, some Service "A" has already been replaced with high-speed lines, the rest of Service "A" and all of Service "B" is scheduled to be upgraded in the mid 80s.) The new equipment in Alaska will consist of a TV-type display and a keyboard providing instant access to all information at the FAA National Communications Center (NATCOM) in Kansas City, Mo. It is scheduled to be fully operational by the end of July.



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## Space Featured at NASM

A new exhibit commemorating 25 years of space exploration will open on July 1 at the National Air and Space Museum. "Twenty-Five Years of Space Exploration" will trace the beginnings and subsequent development of the space age which began on Oct. 4, 1957, when Sputnik I first orbited the earth.



The exhibit will consist of five individual units. The first, the Beginnings, will cover the period of the early satellites (1957-58); Man in Space (1961-64) will highlight the Mercury flights of Shepard and Glenn; Lunar Conquest (1966-69) describes the "race to the moon"; Space is Commonplace (1972-76) begins with the launch of Pioneer 10 bound for Jupiter and includes Skylab and the joint U.S./U.S.S.R. Apollo-Soyuz Test Project, and the Today and Tomorrow unit concentrates on the success and potential of the Space Shuttle.

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## More Riders Wanted

Riders are needed for a van pool from Columbia and Laurel, Md., to FOB-10A for the 7:30 a.m. to 4 p.m. shift. Contact Priscilla Lyon 382-0881 during office hours.

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## Bloodmobile Coming

The bloodmobile will be at FOB-10A on June 15 and 16 in rooms 5 ABC. The Office of Aviation Medicine reminds donors that blood is like a parachute--if it's not there when you need it, chances are you'll never need it again.

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## Women's Program Planned

The FAA Federal Women's Program Task Force will present a talk by Connie Hansbrough, president of the Southwest Chapter of the Federally Employed Women, on June 15. All are invited to attend her discussion of "Image and Office Politics" at 11 a.m. in conference rooms 7 AB.

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## Parking Fees Reduced

Fees for parking in all DOT facilities including FOB-10A, the Nassif Building and Transpoint, will be reduced from \$14 to \$12.50 a month effective July 1. In addition, beginning also July 1, van pool operators and handicapped employees no longer will park free, but will pay the \$12.50 monthly rate.

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## Barber Shop Open

The new "Hairmetrics," a unisex hair barber shop, opened officially on the second floor of FOB-10A this week. To get to the shop take stairway four down from the third floor. The phone number is the same as the old, x68622.

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

# Headquarters Intercom

## Human Relations Policy Statement Adopted

In accordance with the Administrator's June 3 letter to regional directors, FAA has adopted a Human Relations Policy Statement that embodies the idea that people are the agency's most important resource. Signed by the Administrator, the statement was distributed at the June 16 Regional Director's meeting and will be reprinted as a poster in headquarters and the field in the near future. The text follows:

- The people of FAA are our most important resource in fulfilling FAA's primary mission of providing for the "safe and efficient use of the Nation's airspace, facilities, and the vehicles that travel therein."
- Our employees can more effectively contribute to this mission by being afforded a real and continuing opportunity to influence their work environment and by participating in decisions which affect them. Given this opportunity, employees should be prepared to engage in meaningful discussions and efforts which will enhance the accomplishment of FAA's goals.
- I expect all managers and supervisors to demonstrate affirmatively their commitment to this policy. They will be responsible, jointly with their employees, for the creation and maintenance of an atmosphere which promotes positive human relations and open communication.
- As Administrator, I call upon every FAA employee to join me in a pledge that the resources of the agency will be directed to achieving the goals of more effective human relations and full utilization of our human and organizational resources.

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## The News in Brief

- A National Airspace Review task group, made up of Air Traffic Service representatives and their Canadian counterparts, meet in Washington the week of June 21 to develop a formal Memorandum of Agreement on the notification procedures to be followed when facilities, such as NAVAIDS, are shut down. Formalizing the process is expected to allow quicker adjustment in ATC procedures and airspace designation between the two countries following such a shutdown. This same task group, chaired by Sid Wugalter, chief of the ATS Airspace Regulation/Obstructions Branch, will meet for three weeks in August and for another three weeks in late November to discuss other measures for increasing compatibility in U.S./Canadian airspace and ATC procedures.

- One of aviation's greatest shows --the Experimental Aircraft Association's annual Fly-In Convention and Sport Aviation Exhibition--is scheduled this year for July 31-August 7 at Oshkosh, Wis. The theme of this year's meeting is "Forgotten Partnerships in Aviation." It will highlight aircraft design and development contributions of EAA and NASA.

- The agency is helping to keep things quiet over the Hollywood Bowl during the summer concert season. FAA will adjust traffic flow patterns at nearby airports and will ask pilots to avoid the area on the ATIS radio broadcasts. The bowl area will be easy to locate during the evening concerts since two white searchlight beams will cross in the sky directly above the stage.

## Supcom Meets To Insure Communication

National representatives of the first line supervisors committee (Supcom) met in Washington this month with the Administrator and top Air Traffic Service officials to discuss means for keeping the communication channels open from the field to top management. As a part of this effort, a report outlining some of the key problems associated with the rebuilding of the ATC system will be produced by the Supcom representatives. Some topics to be included are flow control, staffing and overtime, system capacity, the accelerated training program and the management selection process. The national Supcom group includes a center, tower and flight service station representative from each region. During the meeting, Supcom representatives were readily recognizable to headquarters employees because of a special pin they wore that shows two hands holding the world and says "SUPCOM... the future is in our hands." This pin now will be distributed to first-line supervisors throughout the system.

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## ATCA Conference Set

"Today's Changes and Tomorrow's Challenges" will be the theme of this year's Air Traffic Control Association's (ATCA) conference in Atlantic City, N.J., Oct. 17 thru 22. The conference format has been revised to recognize the agency's future plans and programs. Lead-off sessions will address programs designed to meet ATC challenges and the National Airspace Review. Following sessions will address issues of broad interest, including: Airport Capacity, Weather Collection and Dissemination, Airborne and Ground Equipage, and the Rebuilding of the ATC System. The final session will address international air traffic control activities.

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## AFSS Program on Target

The automated flight service station (AFSS) program is moving ahead on schedule with seven of the 61 planned AFSS locations now selected and approved. The latest site is MacArthur Airport at Islip, N.Y., where the city will construct a new building and lease it to FAA. Previously announced locations are at airports serving Terre Haute, Ind.; Green Bay, Wis.; Dayton, Ohio, and Bridgeport, Conn. The agency also plans to use the existing Cleveland FSS and a new building constructed by the agency at Arapahoe County Airport, Colo. For purposes of the AFSS program, FAA has divided the 50 states into 61 flight plan areas, each of which will be served by one of the new automated facilities. To minimize the cost of the program to the taxpayer, the agency is offering communities that would like to have an AFSS at their airport the opportunity to provide the building space and lease it to FAA under terms that are advantageous to the Government. FAA is holding meetings in each area to publicize and explain the program and has, in fact, already held 21 of these meetings. In addition, letters are being sent to airport operators and notices are being put in appropriate publications. In this way, the agency expects to get a selection of offers which should result in the lowest possible cost to the taxpayer.

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## Flight Instruments Failed

The Atlanta Tower supervisor called for a qualified pilot/controller after seeing on radar that the pilot of the single-engine airplane that

previously had reported instrument problems was flying in circles. That's when pilot/controller James J. Gould went to work. He told the "shook up" pilot how to stay on course by keeping his wings level. He then initiated no-gyro vectors back to the Bear Creek satellite airport and prescribed a reduced engine rpm setting that brought the plane down at a rate of 500 feet per minute and allowed it to break out of the overcast just above the runways. The pilot took over at that point and brought his plane in for a safe landing. During the month of May, 75 flight assists were reported. Flight service stations were responsible for 40 of these, while terminal facilities accounted for 28 and centers handled 7. There were 115 persons on board the aircraft involved.

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## Houston Gets G. A. Field

General aviation pilots on the Texas Gulf Coast got some good news recently when the President paved the way for the use of Ellington Air Force Base as a civil airport. The president announced that the government will convey a large portion of the land occupied by Ellington to the City of Houston for airport use. He noted: "The continued use of this property as an airport is the most practical and economical way to solve the severe airport capacity problem in the Houston-Galveston metropolitan area... Houston has made a firm commitment to invest in improvements for the airport property." Ellington was declared surplus to Air Force needs in 1976. Details of the transfer are being worked out.

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## First Aid Station Replaces Clinic

Because of the current money pinch, the Washington headquarters Clinic has closed and the name of the third floor facility has been changed to a First Aid Station. Although a number of services will continue to be offered, the physical examination program which had been conducted for many years in the Clinic has been discontinued. Arrangements have been made with local physicians and with the Assistant Regional Flight Surgeon at the Washington Center for employees who are required to take annual physicals. Services that will continue to be offered at the First Aid Station include: first aid, emergency, allergy shots, blood pressure checks, visual acuity for drivers license, emergency EKG and travel immunization.

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## Tennis Team on Top

As the tennis season approaches the halfway mark, the FAA tennis team is in first place in the Western Division of the DOT tennis league with a 4-2 record. Standings of other teams in the division are: UMTA 3-3, FRA 3-3, and OST 2-4. On the team ladder, Debbie Weakley (AAA) slipped to the bottom rung after losing to team captain Ed Van Duyn in a grueling two and a half hour singles match, played at the Potomac Park courts last week.

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## Administrator to Help Kick Off Expo '82

The FAA Administrator will help kick off the Dulles Expo '82 by participating in a ribbon cutting ceremony on June 26. The Loudoun County sponsored Expo coincides with the airport's 20th birthday which

falls this year. Featured at the weekend celebration will be more than 100 exhibits, ranging from the Smithsonian Institution to Rolls Royce to the U.S. Navy and, in addition, all 15 airlines serving the airport, will show their kinship with Dulles by special demonstrations. Music and various refreshments also will be available for the Expo which is being planned as a family festival. Incidentally, it's free; so is parking. For more information call 703-777-2176.

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## Check Air Conditioners

Employees located close to window air conditioning units in FOB-10A are being asked by the building manager to check the units in their areas. If the units are not producing cool air, employees should contact the building manager's office on extension 63340 and give identification numbers of units not working properly. This number is located underneath the switch panel cover.

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## Rawson, Brennan Step Up

John D. Rawson has been promoted from chief of the Accident Coordination Branch, Office of Aviation Safety, to chief of the Accident Investigation Division in that office. Rawson succeeds William T. Brennan, who stepped up to a Senior Executive Service position as chief of the Aircraft Transport Division in the Office of Flight Operations.



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Headquarters Intercom

## The News in Brief

- A budget resolution, calling for a continuing four percent, cost-of-living annual pay hike for Federal workers, each October beginning this year, passed both the House and the Senate last week. The resolution, which is not binding at this time, also called for reductions in Federal employment to be accomplished through attrition. The nonbinding resolution indicates what Congress is shooting for and establishes Government totals for spending and the level of public debt.

- FAA has allocated some \$4.7 billion for airport improvements since Fiscal Year 1971, according to the "Twelfth Annual Report of Operations Under the Airport and Airway Development Act." The money went to fund 6,774 projects in all 50 states and the various U.S. possessions. The airport aid program is dormant at present because the authorizing legislation has expired. However, new legislation is pending in the Congress that would revitalize the program.

- The Aeronautical Center's Maintenance Analysis Center (MAC) is being phased out. Aircraft accident, incident, enforcement and service difficulty information formerly available through MAC now is stored on a time-share computer in Kansas City and can be obtained through computer terminals in regional offices.

## Post Strike Controllers Qualify for Operations

Post-strike controller hires will begin moving into operational positions at enroute centers and terminal facilities in large numbers, the Administrator told a Washington meeting on June 22. He said the numbers of new operational controllers will increase sharply with 170 in September, 175 in October and approximately 330 in subsequent months. Speaking to the Washington Aero Club, the Administrator also noted that the new test series given to controller applicants is having the desired effect of screening out those unsuited for controller work and, thus, reducing the failure rate at the FAA Academy. For example, he pointed out that the last three Academy classes have had a passing rate more than 10 percent higher than classes recruited under the old test. In another piece of good news for his industry audience, the Administrator announced that the agency will lift all flight restrictions at Albuquerque air route traffic control center next month. This follows a previous easing of restrictions at the Salt Lake City and Seattle centers. Restrictions will be lifted at other centers one by one as staffing permits. "We're going to take the restrictions off center by center across the country, instead of trying to absorb it all at once," the Administrator said.

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## World Spotlights weather

The June FAA World focuses on the Center Weather Service Units and says they have greatly improved the flow of accurate and timely weather information in the enroute centers. Moreover, it adds, the quality of information will be further enhanced as the new color weather radar monitors come on line. World also tips its hat to the Airway Facilities "sectors of the year" with a photo feature that recognizes the people who made winners out of Atlanta and Albuquerque. Also in the same issue are stories on how the Alaskan Region tamed its paperwork tiger through the use of computers, how the Technical Center is contributing to the ATC rebuilding effort by providing substitute on-the-job training for developmental controllers, and how Jacque Wilson, after transitioning from housewife, worked her way up through the controller ranks to become the first female Deputy Center Chief. Readers also will find the regular Feeling Fit and People sections.

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## Accident Prevention Plan Holds up in Slack Period

Flight activity may be down but interest in flight safety never has been higher. At least that's the inference that might be drawn from statistics showing substantial increases in the activity levels of FAA's Accident Prevention Program during the first quarter of 1982. During this period, the number of agency-conducted safety seminars increased by 86 and the number of counselor-conducted meetings by 470 when compared with the same period in 1981. At the same time, total attendance at these meetings was up by 15,350. Also, despite the drop in flying activity, the agency

issued 2,686 sets of wings in its Pilot Proficiency Award Program, just about the same number as last year. Even more important, a total of 972 "advanced phase" wings were issued as compared to 489 in 1981. This figure reflects recent changes in the program designed to stimulate pilot interest in recurrent training by bringing them into the program earlier. Now, pilots who attend a safety meeting within 120 days of the time they are certificated will be issued Phase I wings. Subsequent phase wings are issued on a yearly basis to pilots who take three hours of dual from a certificated flight instructor and attend a safety meeting within a 120-day period.

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## Standards Set for Aircraft Child Restraint Systems

The agency has issued design standards for child restraint systems that are intended for use in aircraft. The specifications were developed after tests conducted by FAA showed that some types of child restraint systems designed for autos were not acceptable in an aircraft crash environment. Accordingly, FAA has adopted a Technical Standard Order (TSO) for child restraint system that builds on the National Highway Traffic Safety Administration's standards for those used in autos. For example, the FAA order requires that the system be able to restrain the child for at least three seconds in the inverted position, be able to restrain the child in turbulent air, and be tested to show it can protect a child of the size and weight for which it is designed. The TSO does not require the use of the systems either by the airline or by passengers traveling with children. However, child restraint systems used during take-off and landing must meet the TSO standards.

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## CBI Used for AT Training

Computer based instruction (CBI) soon will be used for the first time at air traffic facilities to train newly hired controllers. In June, AT field representatives met with Academy and headquarters training officials to begin developing CBI programs that will be used at the 20 domestic centers and 22 "pacing" airports. Staff work is underway to obtain CBI terminals for these facilities. Subjects to be taught by CBI include AT programs such as keyboard management, navigation aids and map reading. Using CBI techniques to train developmental controllers will substantially reduce the training load carried by classroom instructors at these critical centers and towers.

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## FDP Jobs Are Permanent

Applications for the new Flight Data Processing (FDP) positions in air traffic facilities are being accepted by the Special Examining Unit staff at the Aero Center from June 28 thru July 12. Approximately 1,300 of these positions must be filled. FDPs will replace the temporary Flight Data Specialists who were hired from the ranks of furloughed pilots and other aviation professionals following the controllers' strike last August. However, these temporary employees are being encouraged to apply for the new permanent positions. They are being encouraged to get more information and applications from their personnel office or job information centers. FDPs will perform a variety of non-control duties, such as processing and distributing flight data, as well as operating simulator equipment that's used to train developmental controllers.

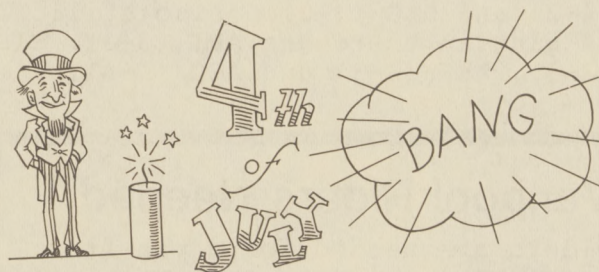
## Human Relations Poster Being Distributed

Human relations posters, with the same message as the one recently published in Intercom, currently are being distributed throughout the agency. In all, 5,600 copies of the 9 1/2x13 inch posters are slated to be distributed at Washington and regional headquarters, both centers and all field facilities. Field distribution will be one copy for approximately each five employees.

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## Paris, Montreal Jobs Open

This week the International Civil Aviation Organization (ICAO) job openings are in Paris and Montreal. Paris has a two-year opening for a Technical Officer, meteorology. Salary is \$38,167 with a tax-free net of \$25,672 to \$27,612. The two year opening in Montreal is for a Fellowships Officer. Pay is \$30,518 with a tax-free net of \$21,000 to \$23,104. Applications for both jobs are due in API-19 by July 30. Information about salary, duties, qualifications, applications and benefits is available at Personnel offices.



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## Save-Paper Program Set

The General Services Administration has organized a new paper recycling program called "Source Separation for Materials Recovery Program." Here's how it will work: employees will be issued desk top holders for the collection of white ledger paper only, such as bond paper, computer printouts, duplicating machine paper and cards without carbon. As needed, employees should put the contents of the desk top holder into strategically placed cardboard boxes (one per 20 employees) which will be emptied daily by the building cleaning crew.

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## Softball and More Softball

The women of the FAA Women's Fast-Pitch Softball Team are into the second half of their season. They finished the first half with a satisfying 4-1 record. So far the second half is going just as the first half started off with one win and one loss. The women play on Tuesdays on field #12, at Constitution and 23rd streets. They welcome spectators. In the inter-office/service slow-pitch league, AAT (3-1) is in the lead, followed closely by the department's I.G. (2-1). Still very much in contention for league honors are AVS (4-2) and ALG (3-2). Also still hanging in there are API (3-3), NTSB (2-3), AAF (1-3) and AGC (1-4).

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## Vanpool Riders Needed

Riders are needed for a van from Parole-Annapolis to S.W. Washington. Working hours approximately 8:15 a.m. to 4:45 p.m. Please call Will Sherman on 426-0664.

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## Hart New Coordinator Of Bloodmobile Program

Irma "Sam" Hart becomes the new American Red Cross Bloodmobile coordinator this week. She replaces the retiring Helen R. Wisner, who has guided the program for the past 12 years. Wisner spent 22 years with the agency and came to FAA from the Air Force.

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## Golf Tournament Scheduled

The DOT vs FAA Golf Tournament will be played July 16 at Andrews AFB. The "Shotgun" start is set for 2 p.m. and the cost per person is \$16.50. This covers a buffet dinner of ham, roast beef, seafood, various vegetables, salad and so on. Those interested in playing must sign up by July 12. For additional information contact Jim Dargue, 68511 or Ron Nichol 68532.

