



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

Headquarters Intercom

The News in Brief

- The agency's request for an extension of the one-year exclusion from Merit Pay still is at the Office of Personnel Management. Indications are that they may act favorably on it in the near future and forward it to the President with the recommendation that the exclusion be granted. The legal requirement to complete performance appraisals for Merit Pay employees remains in effect. However, supervisors of Merit Pay employees should not complete regular performance appraisals for the period of July 1, 1981 to June 30, 1982, pending issuance of revisions to the appraisal system, which should be available by August 1.

- The Administrator took time out during the last week in June for a first-hand look at another FAA responsibility--aircraft certification--when he test flew the Boeing 757 and 767 both of which are undergoing certification flight tests. He spent about 2 1/2 hours in each, flying numerous ILS approaches including one with single-engine with a 400-ft. ceiling and two mile visibility at Moses Lake, Wash. He also did a full evaluation of lateral directional flying qualities to determine the aircrafts' stability and control. Of prime interest was how the aircraft stalls and responds to the pilot at low speed with flaps down.

(See Briefs on page 2)

Washington Comm Center Extends Coverage

The Washington Communications Control Center is gearing up to provide critical communications coverage for the Great Lakes (AGL) and Northwest Mountain (ANM) regions during the midnight shifts. Coverage for ANM will begin July 11 and for AGL, August 1. Instructions are currently being sent to field facilities describing the new procedures. Activities to be handled by the Washington facility include those concerning such things as air carrier accidents, all fatal accidents, midair collisions, hijackings, vandalism and sabotage, man-made or natural disasters and the death of an FAA employee on duty.

Furloughs Still 'Holding'

Rumors about furloughs may be rife, but the fact is, no final decision has yet been made concerning the extent of the furlough. Current plans still envision six days. On the question of reducing this, the agency is still in a holding pattern, awaiting congressional action. Congress is expected to act on the agency's supplemental budget by the middle of July. The optimistic decision to gamble on favorable congressional action exposes the agency to the risk of accommodating the six days of furlough in a shorter period of time.

News Briefs (from page 1)

● The National Transportation Safety Board rounded out its five-member complement recently by swearing in retired Navy Vice Admiral Donald Engen for a term that will expire Dec. 31, 1986. Engen has logged over 5,600 hours flying time in a wide variety of aircraft and has served in a number of aviation-related positions.

● Three doctors from FAA's Civil Aeromedical Institute in Oklahoma City have been honored by the Aerospace Medical Association and have been elected to prestigious positions within the association. Dr. David Schroeder, chief of the Clinical Psychology Research Unit, was elected president of the organization's associate fellows group. Dr. J. Robert Dille, institute director, was elected chairman of the association's history and archives committee. Dr. William E. Collins, chief of the aviation psychology labs, was elected to the association's executive council.

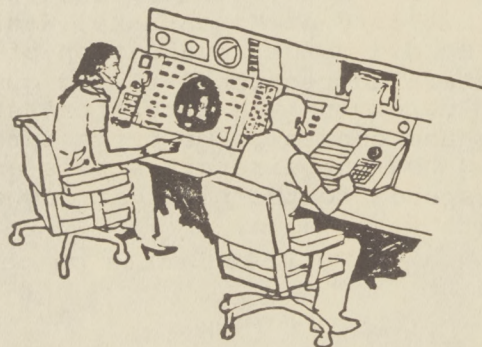
New Positions Proposed

The agency has proposed the establishment of Designated Airworthiness Representatives (DARs), who would perform certain functions on behalf of the agency and free FAA personnel for other, more significant duties. This new class of designee would be authorized to do such things as issue export certificates of airworthiness, conduct conformity inspections for modification programs, issue airworthiness certificates for aircraft that have been modified, and certificate components produced under bilateral airworthiness agreements. The DARs, who would work under FAA supervision in the same way that Designated Engineering Representatives and Designated Manufacturing Inspection Representa-

tives do, would allow FAA inspectors to concentrate on other safety matters. They also would help reduce delays that aircraft owners sometimes experience in getting the required certifications.

Use-or-Lose Leave May Be Restored

Because of the extended nature of FAA's current exigency resulting from the strike, Office of Personnel Management has decided that forfeited leave can be restored after each leave year, provided it was appropriately requested, scheduled in advance and cancelled. Based on the OPM decision, servicing personnel and payroll offices are now in the process of reviewing and recording leave that has been appropriately approved for restoration from leave year 1981. As soon as the paper work is finished, this restored leave balance will show up on employee's Earning and Leave Statements. In addition, after meeting with FAA personnel officials, OPM has agreed to review exceptional restoration cases after the end of the exigency. At that time, FAA will make an appeal to OPM to extend the time limit for employees who have substantial amounts of restored leave--in excess of that which could be reasonably used within the regulatory two-year time frame.



Three NAR Groups Complete Tasks

Three National Airspace Review (NAR) task groups wrapped up their first meetings in Washington in late June and began putting the final touches on approximately 50 recommendations for improvements in design and procedures in the National Airspace System. The recommendations, covering special use airspace, terminal airspace and U.S./Canadian airspace and procedures, will be reviewed by the Executive Steering Committee at its next quarterly meeting in October. Meantime, two other task groups--one on weather and the other on aeronautical charts--arrived in Washington July 6 to begin three weeks of meetings. The weather task groups, coordinated by Joe Strobel, air traffic specialist from the Central Region headquarters, will focus on improved methods of disseminating real-time weather in the National Airspace System, while the task group on charts will be looking to simplify and improve charts. The coordinator of this task group is Jim Burns, chief of the Cartographic Standards Branch in the Air Traffic Service.

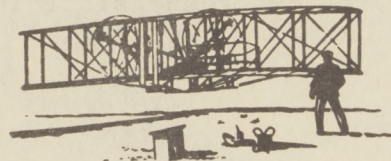
New Simulator Approved

The first Phase Three pilot training simulator--the most sophisticated version envisioned in the FAA's Advanced Simulation Program--has been approved by the agency. The simulator, which is now in use at United Airlines' training center in Denver to train flight crew members in the Boeing 727, so faithfully reproduces the sights and sounds and motions of flight that pilots whose experience has been limited to twin-engine propeller aircraft can be type-rated in the 727 entirely on

the basis of experience in the simulator. The agency's Advanced Simulator Program is intended to encourage the use of simulators for crew training both to save fuel and to allow training in emergencies that would be too dangerous to practice in actual flight.

DOD Extends Details Of 180 Controllers

The Department of Defense has notified the agency that 180 military controllers can be retained at critically staffed ATC facilities for as long as 10 months after the original September 1 deadline. These controllers will gradually be returned to their military services until June 1983, when the last group is expected to leave their temporary FAA assignments. During the period immediately following the August 3 strike, 829 military controllers were transferred to FAA facilities. Currently there are only 439 of these controllers helping to run the system. By September 1, this figure is expected to drop to 180. In summing up the contribution of the military controllers, an Air Traffic Service official said that the cooperation and experience of these controllers enabled the agency to keep the system going during those critical days immediately after the illegal walkout.



Stop-Smoking Clinic Set

A free "How to Stop Smoking" clinic, sponsored by the American Cancer Society, is scheduled for August 19 at 12 noon in rooms 5 ABC. An explanation of the total, free program as well as a special film will be featured at this introductory session.

Change to be Discussed

"A Creative Approach to Life and Career Change" will be discussed by Irene Ansher of Career and Life Planning Associates on July 13 at noon in room 332, Nassif Building. Ansher, who recently appeared on the David Suskind show, will talk about self assessment, physical and emotional responses to change, and decision-making and goal setting at the seminar which is sponsored by the Southwest D.C. Chapter of Federally Employed Women (F.E.W.).

Vanpool Riders Wanted

Riders are needed for a van from Burke/West Springfield to L'Enfant Plaza. Working hours are 8:30 a.m. to 5:15 p.m. Please call Beryl or Freddy at 979-5483 after 6:30 p.m.

DOD vs FAA

The golf tournament announced in last week's Intercom should have read DOD vs FAA not DOT vs FAA. All the other particulars were correct. It will be played at Andrews AFB, and the "shotgun" start is set for 2 p.m.

Bon Appetit

French delicacies will be served in the FAA Cafeteria from July 12 to 15 to celebrate Bastille Day. Special dishes will include such things as Quiche, French pastries and assorted crepes. In addition to the continental food, the cafeteria will be decked out with appropriate posters to create a French atmosphere.

FA Club Sponsors Vienna, Budapest Trip

The FAA Club is sponsoring another of those super saver vacation trips. This time it's to Vienna, Budapest and Prague. Cost for the 14-day trip from Washington is \$895 per person. For additional information and the facts about other FA Club sponsored trips see the travel stands on the second and fifth floors.

Close-up of Space Shuttle Scheduled at NASM

To celebrate what is expected to be yet another successful shuttle flight, the Air and Space Museum is holding a Space Shuttle Close-Up on July 5, 6 and 7 at noon in the parking level Briefing Room. The half-hour, lunch time programs, given by a curator from the Museum's Space Science and Exploration Department, will provide highlights of past and current shuttle flights.



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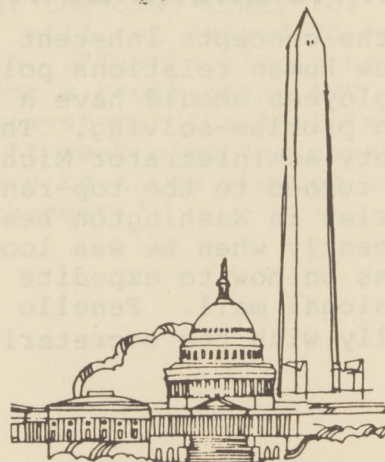
The News in Brief

o The agency will hold a second Braniff lottery on July 14 with more than 140 landing slots at 34 airports available. Included are some 60 slots that were awarded to airlines on an emergency basis after Braniff suspended operations on May 12 and more than 80 slots that were turned back by various carriers after the initial lottery on May 27. Dallas/Ft. Worth and Dallas Love Field led all other airports in available slots with a total of 26, followed by Kansas City and Tulsa with 11 each.

o The Civil Aeronautics Board has adopted new rules requiring airlines under its jurisdiction to provide handicapped persons with "reasonable access" to commercial air transportation. Specifically, the rules say that airlines may not exclude qualified handicapped persons from the benefits of air transportation or require separate service for them unless it is absolutely necessary or requested by the handicapped person. In addition, airlines receiving CAB subsidies are subject to other requirements that go into effect in mid-September. For example, these airlines must allow blind and deaf passengers to be accompanied by their guide dogs.

Administrator Changes Major Acquisition Programs

Significant changes in how FAA will manage major acquisition programs were outlined recently by the Administrator in testimony before the Senate. He said that a program manager will be appointed for each major system acquisition, as has already been done for the advanced automation program. The program manager will have the authority to "contract" work to other FAA line organizations, enabling him to utilize across-the-board FAA expertise. Other changes detailed by the Administrator include establishing an independent audit function under the Associate Administrator for Policy and International Aviation to evaluate program performance, schedule and cost, and identify problems. In addition, the Administrator said the FAA Aviation System Acquisition Review Committee (ASARC) will be refocused and reconstituted under his chairmanship.



Pinto New PR Director

Edmund Pinto, who was until recently director of the Office of Public and Consumer Affairs of the National Highway Traffic Safety Administration, has been named director of the agency's Office of Public Affairs. A veteran newsman and editor, he spent eight years with the Associated Press and before that was a reporter for the Hartford Times in Connecticut. He replaces Charles Murchison who left the agency in April for a position in private industry.

Conference to Cover Future Nav Systems

Results of FAA sponsored studies and technical evaluations relating to the selection of a future mix of navigation systems will be presented at a two-day conference next month in Washington, D.C. The "Future Navigation Systems Planning Conference" will be held in the third floor auditorium of the headquarters building August 3 and 4, beginning at 9 a.m. both days. Discussions will focus on systems anticipated for the post 1995 time period. All individuals and organizations are invited, and prior notification is not necessary.

Human Relations at Work

One of the concepts inherent in FAA's new human relations policy is that employees should have a greater voice in problem-solving. That's why Deputy Administrator Michael Fenello turned to the top-ranking secretaries in Washington headquarters recently when he was looking for ideas on how to expedite Congressional mail. Fenello met personally with the secretaries to

solicit their help and received a broad range of realistic suggestions as a result. These included more direct involvement by office and service heads, reduced intra-office and inter-office coordination and hand delivery of time-critical correspondence. And, yes, Congressional mail is moving faster.

Slot Sales Banned

FAA has decided against letting the airlines buy and sell arrival slots at the 22 airports where capacity constraints are in effect. In announcing the decision, the agency cited the "strong opposition" of the aviation community to continuing the practice. However, there will be no change in the policy that permits the airlines to trade and exchange slots among themselves. Slot sales were authorized May 10 for a 30-day trial period and then extended for two weeks to allow for public and industry comments on the practice. Sales were suspended on June 24 and the final decision made on July 6. The suspension of slot sales will remain in effect until July 1, 1983, at which time enough additional capacity should be available to eliminate the aspects of the policy which have been objected to by commuters.

FAA Seeking Comments On 'Age 60' Rule

The agency wants to take a fresh look at its regulation requiring airline pilots to retire at age 60 and has issued an Advance NPRM, published in the Federal Register July 8, asking the public to help design a program for gathering medical and performance data on older pilots that might support a change in the rule. FAA adopted the rule in December 1959 in recognition of the fact that a person's chances of suffering an incapacitating event increases with age. It applies to both pilots-in-command and co-pilots working for domestic, flag and supplemental air carriers and commercial operators of large aircraft. The FAA proposal is in part a response to the report of a special panel of the National Institutes of Aging which studied the Age 60 rule at the request of Congress. This panel recommended that the existing age limit should be retained but added that FAA or some other appropriate Federal agency should start a systematic program to collect the medical and performance data necessary to consider relaxing the rule.

Skydivers Had Bad Year

The U.S. Parachute Association reports that 1981 was the worst year ever for skydiving accidents with 67 fatalities. The two previous worst years were 1976 and 1979, when 53 sport parachutists died in jump-related accidents. Of the 67 fatalities last year, 13 perished in two aircraft accidents. In one accident, 11 people died when their aircraft went out of control and crashed into Pearl Harbor in Hawaii. The remaining fatalities included 29 cases of malfunctioning equipment. Other causes included failure to pull the reserve chute or activating the chute too late for the canopy to deploy.

First Solid-State VOR Set for North Philly

The first field installation of a fully tested, solid state, second generation VOR now is scheduled for North Philadelphia. On July 12, the old VOR was to be shut down to permit installation of the new equipment. It is expected to be operational by mid-August. FAA has ordered 950 of the new state-of-the-art radio navigation aids and expects to complete nation-wide installation by the end of 1984. The new equipment is more reliable than the vacuum-tube VORs it replaces and will be cheaper to operate and maintain.

Goal of New Computers

The Administrator has told the Congress that the next generation of air traffic control computers should average no more than two minutes of down time a year. Testifying before Senator Nancy Kassebaum's Subcommittee on Aviation, the Administrator said the specifications for the new computers will be well within the state of the art, because "we cannot afford the luxury of a system which would utilize the absolute latest in technology but might not be totally reliable." He noted that computer companies will not guarantee reliability specifications for new computer systems but will guarantee only that the down time, for example, will not exceed 30 minutes per month. "That's simply not good enough for a replacement ATC computer system," the Administrator added. "I seek computer capability to no more than two minutes of down time each year!"

Translators Sought

The Department of Transportation is updating its list of department employees who are able to translate foreign languages. The list is maintained by the International Secretariat, and employees on the list will be asked to translate short letters for the Secretary and Deputy Secretary of Transportation only.

Awards and Rewards

The Office of Budget has presented a Special Achievement Award based on a Special Act to Daniel J. Aragona and Walter A. Heimann.

Parking Permits Must be Renewed

All FAA parking permit holders in the handicapped, van pool, car pool and shift worker categories must apply for a new permit during July. All shift worker permits must be recertified by ALG-1. Application forms are available in room 114A, FOB-10A and room 2217, Nassif Building. New permits will not be issued until all outstanding fees against existing permits have been paid. Car Pool permits will be issued on the basis of the number of car pool members. Priority within a specific car pool category will be given to current permit holders who meet the conditions spelled out in DOT Order 1700.19C.

China Trip Offered

Now the FA Club is sponsoring a trip to the ends of the earth or at least to the other side of the world. That's right, it's offering a trip to China, which is described as "a unique treasure chest of history unduplicated anywhere else on earth." From New York, the entire trip is \$1995 per person for the 14-day super saver vacation break. Departure dates are November 4 and 18 and December 2.

Comm Center Available For Official Calls

In its continuing drive to reduce costs, the Logistics Service has reminded employees of a service that is available through FAA's Communication Control Center. Business calls made by employees not in the headquarters building can still be placed through the Center at 426-3333. When doing this, an employee should give the following information:

- o His or her name and organization,
- o name and number of party to be contacted,
- o a brief explanation of the official nature of the call.

After getting this information, the center can connect the call through the FTS network and thereby make better use of this service. Logistics has also asked employees to bear in mind that the Center has a heavy workload, particularly under emergency conditions; therefore, they ask that this service be used with discretion and routine calls be deferred to the normal workday when employees have direct access to FTS.



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Management Titles Changed Engineering, R&D

A new agency order that does away with the job title of "chief" has been signed by the Administrator. Under the order, "chief" will be replaced by "manager" in the upper management spectrum and by supervisor at the first or team level of supervision. The only exceptions are in the Office of Chief Counsel. The new standard job titles are effective immediately. However, to reduce the workload of implementation, documentation and system changeover will be phased in over the next 12 months. The new order, for example, calls for division and branch chiefs to be called managers, and the same holds true for facility and field office chiefs. A complete listing of the new standard job titles is contained in, "Job Retitling," a new notice in the N 1100 series.

AF to be Combined

The Administrator has announced a major reorganization of the agency's engineering and system acquisition functions. They are being consolidated under a single Associate Administrator to provide a more efficient operational structure for implementing the major programs outlined in the agency's 20-year National Airspace System Plan. Central to the reorganization is the establishment of a new Associate Administrator for Development and Logistics, who will replace the Associate Administrator for Engineering and Development (AED-1) and the Associate Administrator for Air Traffic and Airway Facilities (ATF-1) with one change: The Air Traffic Service Director will report directly to the Administrator in the future. The current AED-1, Albert Albrecht, will take over the new Associate Administrator's position. The Deputy Associate Administrator will be Frank Frisbie, the Logistics Service Director. Also to ensure that engineering tasks are properly monitored, Albrecht will have a Deputy Associate for Engineering which will be Neal Blake, the present AED-2. The offices and services affected by the reorganization are the Office of Systems Engineering Management, the Systems Research and Development Service and the Airway Facilities Service. They will be replaced by a new organizational structure, reporting to Albrecht. (See page 2)



Functions (From page 1)

The three major elements of the new structure are the Systems Engineering Service, which will be concerned with system requirements and technical concepts, and the Program Engineering and Maintenance Service, which will have full responsibility for product development, taking it through the research, development, design, acquisition and operational phases, and the Technical Center. Gerald Thompson, who presently is the Airway Facilities Service Director, will head the Systems Engineering Service, and Martin Pozesky, Deputy Director of the Research and Development Service, will run the Program Engineering and Maintenance Service. The reorganization does not affect the Logistics Service except that it will be given a new name. It will continue to report to the Associate Administrator, for Administration. The reorganization also will not affect field structures. Other key selections will be announced later.

New Airports Coming

Yes, Virginia, new airports still are being built. But FAA's Associate Administrator for Airports, William Shea, says, "Sometimes I get the feeling people are not aware of this." In a recent speech to an airport seminar in Augusta, Maine, Shea pointed out that the Federal government has been helping local communities build new airports since 1940 and said, "We are continuing to this very day." In the past 18 months, he noted, 11 new airports built with Federal assistance have "come on stream for public use" in places like San Andreas, Calif.; Erwin, N.C.; Fajardo, Puerto Rico; and Jeffersonville, Ind. Another 11 airports currently are being built with the aid of Federal funds, he continued, and the agency is holding

applications for 30 additional new landing facilities awaiting enactment of airport development legislation. Although conceding that no major large hubs are being built at this time, Shea said this fact should not obscure what is happening.

NAS Plan Seen as Boon to Users

Implementation of the National Airspace System Plan would save aircraft owners and operators billions of dollars over the next 20 years, a new FAA study has concluded. Based on an analysis of just three major NAS plan programs, the study estimated the benefits to operators would exceed the costs for avionics equipment by \$20.7 billion through the end of the century. Specifically, the study said the program to improve fuel efficiency in enroute and terminal airspace would save \$16.4 billion; the program to improve airport capacity, \$5.7 billion; and the implementation of the Microwave Landing System, \$2.6 billion for a total of \$24.7 billion. Aircraft operators, on the other hand, would have to invest up to approximately \$4 billion in avionics over the 20-year period. Additionally, the study notes that implementation of the NAS Plan would save FAA--that is, the government and the taxpayers--\$24.3 billion through the end of the century in reduced operating and maintenance costs. A limited number of copies of the report, "Preliminary Estimates of the Benefits and Costs to Implement the National Airspace System Plan," are available from the Office of Systems Engineering Management, AEM-1, in Washington headquarters.

Teamwork Saves Plane

Controllers at the Anchorage Center carried the ball on this flight assist, but they got plenty of help from two airborne aircraft and the local flight service station. It all started when the pilot of a twin-engine plane called radar controller Jerry Jones and reported he had flown into IFR conditions in a plane not equipped for instrument flight and was lost. Jones immediately identified the plane on radar and told the pilot to climb above the mountainous terrain in his area. The pilot responded that he was carrying heavy ice but could climb slowly. As the plane lumbered up to a safe altitude, Jones vectored it away from mountain peaks and onto a Victor airway. When radio contact was lost, Jones set up radio relays with first one and then a second aircraft in the area. After successfully guiding the plane into VFR conditions, he turned it over to the Anchorage Flight Service Station. Specialists there subsequently reported the safe, uneventful landing. During the month of June, 63 flight assists were reported by enroute centers, terminal facilities and flight service stations. There were 326 persons on board the aircraft involved.

Canada, Mexico Jobs Open

The International Civil Aviation Organization (ICAO) has two-year jobs open in Canada and Mexico. In Montreal, a System Analyst is needed and applications are due by July 28. The Mexico City opening is for a Technical Officer—Spanish. Applications are due August 27. Salary for both positions is \$30,518 with a tax-free net of \$21,600 to \$23,104. Information about salary, applications, qualifications and benefits is available in personnel offices.

Distance-to-Go Markers Approved by Agency

The agency has approved the use of distance-to-go runway markers at civilian airports and plans to make Federal funds available to help finance their installation. However, the use of the markers will not be mandatory, and FAA will not establish any operational requirement under which the markers would be used to measure aircraft performance. Distance-to-go markers normally are spaced 1,000 feet apart, some 50 to 75 feet from the edge of the runway, to tell flight crews how much runway they have left on take-off. They have been in use at military bases and joint-use airports since the 1950s. The allocation of Federal funds for installation of the markers is contingent on passage of new authorizing legislation for the airport aid program now pending in Congress.

CAA/FAA Veteran Writes History

After making aviation history for almost half a century, former CAA/FAAer Jack B. Jaynes has turned his hand to writing about it and produced a book entitled "Eagles Must Fly." The 250-page, well-illustrated volume traces Jaynes' aviation career from his days as a World War I Army pilot, through 30 years with the agency and its predecessors, to his retirement as a deputy regional administrator in 1960. Additional information is available by writing the Eagles Must Fly Book Fund, 849 W. Continental, Southlake, Tex. 76092.

New Venetian Blinds Due for Headquarters

New venetian blinds are scheduled to be installed in FOB-10A beginning in mid-July. The blinds are designed to hold down summer temperatures in the sunny areas of the building if employees keep them closed. Proper use also will reduce air conditioning costs.

Tennis Team Tied at Top

With sixty percent of the 1982 DOT tennis league season completed, the FAA team is locked in to a first-place tie in the West Division with UMTA. Team standings now are: West Division--FAA 5-3-1; UMTA 5-3-1; OST 4-5-0 and FRA 3-6-0. East Division--MARAD 7-2-1; NHTSA 6-2-1; USGC 2-6-1; and FHWA 2-7-0. August 30 is the playoff date for the league championship, which will pit the East and West Division winners against each other.

Ground School Conducted

A private pilot ground school currently is being conducted by the FAA Flying Club on Tuesday and Thursday evenings from 7 to 9 p.m. in room 8 ABC, FOB-10A. For additional information, contact Tom Williamson, ext. 60986.

Creative Job Opportunities

Do you want to explore a new career but can't afford to leave your current job to go look? Then come to a seminar sponsored by the Women's Task Force entitled Creative Approaches to Career and Job Opportunities, July 20, 1982, 12-1 p.m. in Room 6AB. Sharon Barthelme will lead a panel discussion that promises to give some options.

Credit Union Opens Vacation Club Accounts

The Transportation Federal Credit Union now offers Vacation Club Accounts, which pay 6.39 percent a year. Each June, the Credit Union will send Vacation Club savers a check for their balance in full, minus one percent to keep the account open for future savings. As an extra bonus, the Credit Union will give savers, who open their accounts with an extra \$100, a one quart thermos to take along on those special trips. For more details, call Catherine Kunz, Member Services Officer, at 755-1400.

Don't Forget to Renew Parking Permits

DOT Parking Management again reminds all FAA parking permit holders that they must apply for a new permit this month or else.... That means everyone including shift workers and those who hold permits because of overtime requirements. The forms are available in Room 114A of FAA headquarters as well as Room 2217 of the Nassif building.

Awards and Rewards

The Logistics Service has presented Special Achievement Awards to Sceleato M. Rice, Charlene M. Smith and Lois B. Reitz and Quality Within-Grade Increases to Rosa M. Beasley and Laverne A. Thomas.

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Congress Acts on FAA Bills

An FAA supplemental money bill that the Administrator says could eliminate the need for furloughs has cleared its first hurdle in the House of Representatives. The measure, which was passed by the House Appropriations Subcommittee on Transportation, next must be endorsed by the full committee and then approved by a majority of House members in a floor vote. Senate passage also is required. The Administrator said, "My personal confidence is very high that we'll be able to get by without a furlough" but added that this was his opinion and "is not a commitment or guarantee." In other Congressional action, the Senate overwhelmingly approved an amendment that would fund airport and airway system development over the next six years. Airport aid funding was pegged at \$4.789 billion over that period. Similar legislation has cleared committee in the House and is awaiting a floor vote. Concerning pay legislation for controllers and others involved in the operations and maintenance of the air traffic control system, the Senate already has passed a version of the Administration's proposal but action still is pending in the House. The Administrator said, "We haven't backed off" and added that DOT/FAA will continue to press for passage.

First Human Relations Specialist Named

Dr. Jerome Berlin, a PhD in Psychology who is generally recognized as an expert in the field of human relations and development, has been hired by the agency to help set up the Region and Center human relations programs. Although based at the Eastern regional headquarters, Berlin will report directly to Deputy Administrator Fenello, as will the human relations specialists from the other regions, centers and Washington headquarters when they are selected. Besides impressive credentials in Psychology and human relations, Berlin brings to the FAA job a strong background in aviation, as well. Currently, he is Professor of Aviation Management at Embry-Riddle Aeronautical University and was heavily involved in pilot training research at Embry-Riddle under contract with the FAA's Technical Center. Moreover, from 1971-1978, Berlin served with the Israeli Air Force as Chief, Training Research and Development, with the rank of Lt. Colonel. In the 1960s, he founded a Human Development Institute in Atlanta, which he later sold to Bell and Howell Co. and then joined the company as Vice President of its Behavioral Science Division. Berlin has written extensively in the field of psychology, human behavior and communications and has served as a consultant for various airline companies, private corporations and government agencies.

1982 Safety Picture Mixed

A mid-year accident report, compiled by FAA's Office of Aviation Safety shows both commercial and general aviation running ahead of last year's first-half fatality figures, but also identified some bright spots in the overall safety picture. For example, commuter airlines cut the number of fatal accidents from four to two and fatalities from 19 to 3 when compared with the first six months of 1981. Similarly, air taxi operators reduced fatal accidents from 17 to 16 and victims from 42 to 31. Midair collisions also were down from 14 to 12 and deaths from 32 to 27. In addition, general aviation cut fatal crashes from 316 to 291, but fatalities were up from 561 to 583. However, the airlines had 80 fatalities, as compared to nine during the same period in 1981.

Medical Review Begun

The agency has initiated a comprehensive review of pilot medical standards and the procedures used in applying these standards. The review officially began July 15 with the publication of a notice in the Federal Register announcing the agency's intentions and asking for public comments on changes to the existing standards contained in Part 67 of the Federal Aviation Regulations. FAA also is planning to award a two-year contract for surveys of medical advances in areas that affect pilot certification to determine if changes in the current standards are warranted. Initiation of the review is the latest in a series of agency actions affecting pilot medical standards. In May, it simplified the procedures for determining if a person can fly safely when he or she doesn't meet all of the medical standards. On July 8,

the agency issued an Advance Notice of Proposed Rule Making asking for public comments on a program that could lead to a relaxation of the rule requiring airline pilots to quit flying the line when they reach age 60.

Picked

The agency has selected Conroe, Texas, as the automated flight service station site for the southeast Texas flight plan area. Conroe is the eighth AFSS location picked overall and the first under new procedures designed to assure the fullest competition among communities within each flight plan area. The agreement with Conroe calls for the local community to construct a building to house the AFSS and for its subsequent lease to FAA under terms that are advantageous to the government.

Agency Lauded

The Administrator has directed that a recent commendation from the PanAm Board of Directors on the agency's handling of the post-strike ATC system be posted in major facilities and offices. "I believe this is the first time in the history of Pan American World Airways that the Board of Directors has authorized a commendation for another total organization," he said. "I am extremely proud of all FAA employees who collectively, in their respective specialities, provided the effort that warranted this acknowledgement." The commendation cites "the Administrator and staff of the FAA and all current air traffic controllers and their support organizations for their diligence, competence and dedication...."

A Word to the Wise

The Office of the Chief Counsel advises employees to be careful about matters possibly involving the Privacy Act and passes along information on a recent Federal Court decision to illustrate that point. It concerned a government supervisor who had come upon certain medical information while reviewing the forms of a retiring subordinate who was making a claim under the Office of Workers Compensation Program (OWCP). Later, the supervisor used that information as the basis for comments to individuals regarding the subordinate's reason for leaving the agency. These comments included: "Oh, you know Fritz, he's crazy as hell; he went out on a Section 8," and "He's not physically ill--but mentally; it just seemed things were too much for him to handle anymore." The supervisor also mentioned that the former subordinate was seeing a psychologist and that his retirement has been approved on the basis of a "depressive reaction." The court found that each of these disclosures were made willfully and intentionally within the meaning of the Privacy Act and each amounted to a violation of the act. The former employee recovered money damages, court costs and attorney's fee from the government on the basis of these findings.

Windshield Washer/Deicer System Blamed in Crash

Faulty design and inadequate maintenance of a windshield washer/deicer system has been cited by NTSB as the cause of a fatal crash of a commuter aircraft on a frozen reservoir near Providence, R.I., last February. The board determined that the tubing linking the deicer pump with the windshield spray nozzles was disconnected. This caused highly

flammable isopropyl alcohol to be sprayed throughout the compartment below the cockpit where there are several potential ignition sources. The two pilots and nine of the ten passengers escaped from the blazing Pilgrim Airlines de Havilland DHC-6 Twin Otter. The tenth passenger died of asphyxiation. Besides repeating its earlier recommendation that FAA require redesign of the windshield de-icing system or have it replaced with an electrically-heated windshield, the board called for FAA to increase its surveillance of commuter airlines regarding the adequacy of passenger briefings and tighten its regulations on the accessibility and location of fire extinguishers in commuter aircraft cabins.

Energy Use

A tabulation of the electricity used at the agency's 20 air route traffic control centers is the 48 states shows the Oakland center is the champion energy miser in its class. Oakland used 6,716 megawatts of electricity in 1981, followed closely by the Minneapolis center with 6,831 and Albuquerque center with 6,961. Useage at other centers ranged up to as high as 13,000 megawatts. Oakland also showed the greatest improvement when measured against the 1975 base year. Electrical consumption was down 26.3 percent.



Something Fishy

Anyone who thinks airports are only about airplanes and lost luggage should talk to Dexter Davis, Manager of Dulles Airport. When he got to work recently, he was confronted with the problem of several thousand red carp and goldfish found dead in the 22-acre lake at the entrance to the airport. The lake serves as a catch basin for surface runoff at the airport. An inspector from the Virginia State Water Control Board found no poison in the water and therefore ruled out the possibility that fertilizer washed into the lake by heavy storm could have killed the fish, as had been speculated earlier. Rather, he determined the cause to be lack of oxygen caused by rapid growth of algae brought on by unusually hot weather. Although FAA did not stock the lake with fish, it had to clean up the mess. "It's a tough assignment," said Davis, adding that some of the cleanup crew almost got sick bagging and burying the fish in a nearby landfill.

Frisbee Festival Set

Frisbees will fill the air on the Mall when the Smithsonian holds its Sixth Annual Frisbee Disc Festival from noon to 5 p.m. on Sunday, September 5. This is not a competitive event but will feature demonstrations by World Class frisbee hurlers and disc-catching dogs. There also will be instructors on hand to give beginner, intermediate and advanced workshops with sign language interpretation available. The festival site is between Third and Fourth Street on the Mall, and Monday (Labor Day), September 6, is the rain date.

New NASM Film Opens

The National Air and Space Museum is about ready to premiere its third 70 mm IMAX film in a series that already includes the much-acclaimed "To Fly" and "Living Planet." Called "Flyers," the new film opens August 6 at the NASM's Samuel P. Langley Theater. Projected on a screen five stories high and seven stories wide, the new film will permit the audience to experience the split-second timing of an emergency landing on an aircraft carrier deck; go wing walking 4,000 feet above the Grand Canyon, and roll and dive over the trenches of France in a W.W. I Fokker Triplane. Flying sequences in the new film use a variety of different aircraft, including a W.W. II F4U Corsair, a Ford Tri-motor and modern day McDonnell-Douglas F-15 Eagles. "Flyers" will be shown seven days a week along with "Living Planet" and "To Fly."

AAA Employee Dies

William E. Hood of the FAA headquarters payroll office died of cancer on July 15. Mr. Hood, a longtime employee of that office, had been ill for some time. He leaves a wife and three children. No memorial fund has been established, but his friends may want to send donations to the American Cancer Society in his name.

Retirees

The following headquarters employees retired during the month of June: Frank J. Dvorak, Juanita E. Stewart, Jerome F. Biron, and Helen H. Wisner.



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Supervisors' Course Gets Human Relations Emphasis

The agency has begun translating its Human Relations Program into practice in the training of management personnel. The first step was taken last month with the Supervisors Training Course at the agency's Management Training School in Lawton, Okla. The course is being revised in three phases to emphasize the importance of human relations in all aspects of the supervisor's job performance. Changes include greater use of workshops in place of classroom instruction and a higher level of simulation and role-playing to provide increased opportunities to practice critical human relations skills. The agency completed revision of the curriculum for the first five days of the 12 1/2-day course in July and plans to make additional changes covering the next four days in September. The final phase would be implemented in January 1983.

The Way We Were

Forty years ago this month (August 18-20, 1942) an exchange of letters between the Secretaries of Commerce, War and Navy formalized a decision against putting the Civil Aeronautics Administration under the military during World War II. It remained under the Commerce Department.... Thirty years (See page 2)

FAA Type Certificates Boeing 767-200

Culminating almost four years of effort, the agency has certificated the Boeing 767--the first new jetliner produced by an American manufacturer in more than a decade. FAA's Northwest Mountain Region Director, Charles R. "Chuck" Foster, presented the type certificate to Boeing officials on July 30 at ceremonies in Everett, Wash. Foster said the 767 certification program was the most demanding one in history. The 767 is the first of the "new technology" aircraft with advanced wing design, new fuel-efficient engines and the latest in digital flight management systems. The twin-engine wide-body jet is designed primarily to serve the medium-haul market and can carry up to 211 persons in its standard double-aisle, seven-abreast seating configuration. Boeing is offering the aircraft with two different powerplants--the Pratt & Whitney JT9D-7R and the General Electric CF6-80A. (See page 2)



Boeing (From page 1)

The 767 program was launched officially by Boeing in July 1978 following the initial order for 30 airplanes from United Airlines. The aircraft made its first flight in September 1981, beginning a 10-month flight test program. In all, five airplanes were used in the flight test program--four with the Pratt & Whitney engines and one with the G.E.--and together they logged more than 2,000 hours. Boeing has firm orders from 17 airlines for a total of 173 of the new-generation jets.

What Is This Thing Called Certification?

Before an airplane can be introduced into service by U.S. airlines, it must be "type certificated" by FAA. Issuance of a type certificate reflects FAA's finding that the aircraft met all applicable regulations regarding design, material, specifications, construction and performance for safe operation. Following issuance of the type certificate, the manufacturer must obtain a "production certificate" to ensure proper quality control, and each airplane must obtain an individual "Airworthiness Certificate." The Boeing 767-200 certification program ran almost four years and included static, flight and other testing to demonstrate compliance with FAR Part 25, which covers certification of transport aircraft. It ended with a determination by the Northwest Mountain Region that the aircraft met all applicable standards, had demonstrated compliance with damage-tolerance regulations, and successfully completed a series of special tests designed to establish its airworthiness.

History (From page 1)

ago (August 18, 1952) the CAA's Technical Evaluation and Development Center at Indianapolis reported favorably on a series of tests using storage-tube techniques to provide bright display of radar information for air traffic control purposes.... Ten years ago (August 1, 1972) FAA implemented nationwide a new "Get-'Em-High Earlier" departure procedure designed to reduce jet aircraft noise levels in airport neighborhoods.... Five years ago (August 29, 1977) FAA issued a notice of proposed rule making aimed at overhauling and toughening the FAR Part 135 rules governing commuter airlines and air taxis. The NPRM led to adoption of final rules in 1978 that brought the Part 135 standards into closer alignment with those for the large carriers.... One year ago (August 3, 1981) the PATCO-led strike happened.

Kudos to FAA 767 Team

Certification of the Boeing 767 was a total team effort of the Northwest Mountain Region's Seattle Aircraft Certification Office, according to Don Jacobsen, the office manager. But those who played leading roles, in addition to Jacobsen, were Darrell Pederson, assistant manager; James Hart, airframe branch manager; A.V. Rasmussen, systems and equipment branch manager; William Perella, structures and load sections manager; Thomas Curran, propulsion branch manager; F. Dean Melton, flight test branch manager; Wing Chin, manufacturing branch manager; and James Devaney of the technical support staff.

FAA World Spotlights Quieter Boston Logan

If you can judge a book by its cover, then the new FAA World should make enjoyable reading. It features a beautiful wrap-around cover of Boston's Logan Airport against the backdrop of the downtown business district. The cover illustrates an article by New England Region planning specialist David Rickard on how FAA and the Massachusetts Port Authority worked with local communities to make Logan a better airport neighbor. There's also a story about inspectors at the Van Nuys GADO who recently completed a year-long project of certificating a modified DC-8 for service as a flying eye hospital and a close-up look at a DFW radar technician who spent six years and \$5,000 making his own "Breezy" airplane. The "On The Job" feature this month focuses on the Bakersfield Tower/TRACON (Don Miller, Vangie Holcomb, Bill McGraw and all the gang) and there also is an article on "The Birth of the ILS." Copies are in the mail.

'Can-Do' Spirit Praised

An indication of how helicopter operators feel about the performance of controllers since the strike is provided by the August issue of Rotor & Wing magazine. The magazine's "Feedback" column this month is devoted solely to readers' comments about ATC operations.

Included are the following remarks:

- * "The controllers who remained on the job seemed to overcompensate for the initial inconvenience brought on by the strike. I have felt better served as a result of their obvious, increased effort."
- * "There has been great improvement in the Denver ATC system's handling of helicopters... I hope the new attitude is indicative of the whole system and that it will remain that way. Thank you, controllers."

- * "Service has been excellent in and out of Greater Pittsburgh (Pa.) Airport and the controllers have been very courteous. I've also noticed that the flight service station has been busier... and the briefers seem to be going out of their way to help."
- * "In my cross-country flights and locally, I have... experienced a new pleasure in communications.... Although perhaps biased, I think the best controllers are at McCarran International Airport."
- * "It has been my experience since (the strike) that there has been nothing but improvement. A can-do spirit has prevailed and courtesy and efficiency continue in all air traffic control functions."

Flexitime Extended

President Reagan has signed legislation authorizing Federal agencies to continue flexitime and alternative work schedules for another three years. Called the Federal Employees Flexible and Compressed Work Schedules Act of 1982, the new law replaces previous legislation which permitted flexitime and alternative work schedules, such as 10-hour, four-day work weeks, on a trial basis over a three year period. One change in the new legislation is that it gives management greater control over the use of non-standard work schedules and permits management to terminate any program that proves detrimental to the government.

Spann Watson's Son Honored Posthumously

Like most fathers, Spann Watson, air traffic specialist in AAT-330, thinks of his son as special. In Watson's case, however, he can prove it. Recently, a street at Andrews Air Force Base was named after his son, Orrin Sherman Watson, who was tragically killed last year in an automobile accident at 31 years of age. The dedication of "Watson Drive" was conducted with full military honors, says Watson, including a review of the troops, band, demonstration and fly-in, and a host of tributes by military and other dignitaries. Watson says his son was a graduate of the U.S. Air Force Academy and by the age of 24 had become a B-52 commander for the 113th Tactical Fighter Wing. Then, after leaving the Air Force, he became a pilot for American Airlines and later joined the D.C. Air National Guard. It was at McConnell AFB in Wichita, Kan., where he was sent by the Guard for F-4 training, that the fatal auto accident occurred.

Dulles Air Race Set

The National Aeronautic Association is sponsoring an international closed-course air race of about 400 miles for propeller-driven airplanes at Dulles Airport on October 8 and 9. The race is another in a series emphasizing fuel efficiency, such as the Oshkosh 500 and Santa Rosa 250 and 400. Aircraft in these races are "handicapped" in such a way that victory depends on fuel efficiency and the ability of pilots to fly the course precisely. Prizes of trophies will be awarded in the homebuilt, production-single and production-twin categories. Entries close September 15. Call NAA for additional information on 347-2808.

FEW Are Many

Some 2,000 persons attended the 13th annual Federally Employed Women's (FEW) Training Conference in San Antonio, Tex., July 21-24, including Era Marshall and Vina Showers from Washington headquarters. Ms. Marshall is the National Federal Women's Program Coordinator in the Office of Civil Rights and Ms. Showers is a branch chief in the Logistics Service who serves on the Federal Women's Task Force. Four regions and the Technical Center also sent representatives to the conference, which had President Reagan's official endorsement. FEW is the largest organization of its kind in the country working to promote the employment of women in the Federal government.

20,000 Shows Later

The Smithsonian has issued a news release verifying something FAAers already know from observing the line of traffic backed around the corner of 7th Street and Independence Ave., waiting to get into the National Air and Space Museum garage. NASM has become one of Washington's more popular tourist attractions and recently logged the 10 millionth viewer into the Samuel P. Langley Theater, where "To Fly" and "Living Planet" are shown. Let's see, the theater has 486 seats, so that means there have been something like 20,000 showings of these two prize-winning films all told.

July 26

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Aug 9, 82

Public Affairs
APA-300

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Still More Kudos for FAA

Now more than a year has passed since FAA began rebuilding its controller force, yet letters praising FAA employees continue to come in. This week the Administrator passed along a letter from the Air Transport Association (ATA), another signed by 10 corporate chief pilots and a third from the Chief of Naval Air Training. ATA expressed its gratitude for the highest standards of professionalism and for sustained aviation safety which assures "other vital objectives related to the nation's commerce and strength." The corporate pilots said they appreciated the "outstanding job being done by the air traffic controllers in the face of sometimes difficult circumstances and working conditions." The Chief of Naval Air Training expressed his appreciation for the operation of the ATC system. He said he personally has been very pleasantly impressed with the courtesy, professionalism and helpfulness of the controllers in the field.

Congress Urged to Pass Controller Pay Bill

Rep. Edward J. Derwinski has urged prompt action by the House of Representatives to pass an Administration-supported bill that would give an average of 6.6 percent pay raise to controllers and others involved in the operation and maintenance of the air traffic control system. The Illinois Republican, who is the ranking minority member on the House Post Office and Civil Service Committee, introduced the pay bill on behalf of the Reagan Administration last fall. This was followed by hearings before the Post Office and Civil Service Committee at which both Secretary Lewis and Administrator Helms testified on behalf of the legislation and asked for quick passage. However, earlier this year, the committee approved a substitute bill which would give controllers who remained on the job after the strike a one-time bonus. No further action has been taken on either bill although the Senate already has passed the Administration's bill. The text of Rep. Derwinski's August 2 statement follows: "One year ago tomorrow, members of the Professional Air Traffic Controllers Organization (PATCO) walked off their jobs in an illegal strike action amid dire predictions that the nation's air traffic system would collapse without their service. Fortunately, that hasn't happened. The system probably (See page 2)

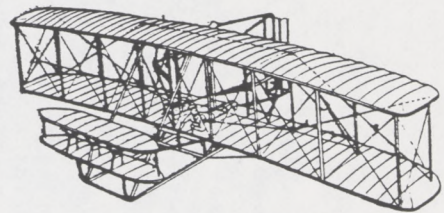


ATC Pay Bill

(From page 1)

is safer today than it was before the strike. That is a tribute to the outstanding job performed by loyal and dedicated air traffic controllers and other air traffic system personnel who remained on the job. Unfortunately, these loyal employees think they have been forgotten. An unfortunate legislative impasse supports that belief. Last November, I introduced legislation designed to compensate FAA air traffic controllers and other controller-related employees fairly for the contributions they make to the safety and efficiency of our air traffic control system. The bill was recommended by the Administration as an important step to rebuild the air traffic system in the aftermath of the strike by members of PATCO. My bill called for increases averaging 6.6 percent for the controller workforce, the same package of benefits the Administration had agreed to support prior to the strike. That legislative proposal recognized that, while the strike is behind us, the same need exists for controller proficiency pay, relief from the pay cap for those working overtime, and compensation for on-the-job training. The bill also recognized the extraordinary performance by controller personnel in keeping America's airways safe. Earlier this year, the House Post Office and Civil Service Committee approved a substantially different bill which does not address the goals of improved Federal Aviation Administration management, higher morale and restoration of air space system capacity. That bill gives a one time 10 percent bonus to working controllers and controller related personnel conditional on a return to full capacity by January 1, 1983.

"My bill provides fair and equitable compensation for the skills of air traffic controllers and related professionals and the responsibilities they assume in operating the system. The bill reported by our committee would leave the Administration with no option but to rehire the striking controllers on a liberalized suitability determination basis. Forcing the reinstatement of former controllers would undermine the morale of working controllers and possibly complicate the air traffic system. A majority of working controllers oppose the rehiring of those who walked off the job. Furthermore, the public overwhelmingly supported the President's decision dismissing the strikers and banning them from a return to their former jobs. Air Traffic Controllers, Supervisors, Technicians and Flight Service personnel have served the nation in exemplary fashion during a time of difficult challenge. They deserve to be rewarded. I intend to press forward in this session to obtain a pay package that addresses the need of flight system personnel who are so important to the safety of the American public and the efficiency of the air transportation system."



Airway Sciences Curriculum Being Distributed

FAA has approved an Airway Sciences curriculum for colleges and universities that it expects will produce a future talent pool for the agency and other elements of the aviation community. Originally proposed by the Administrator in January, the curriculum is being distributed to 60 colleges and universities throughout the country. Institutions which previously expressed interest in the curriculum are being asked if they are still willing to set up programs which would lead to Airway Sciences degrees. The five areas in which courses would be offered are: Airway Science Management, Airway Computer Science, Aircraft Systems Management, Airway Electronics Systems and Aviation Maintenance Management. A college or university may participate in the program by offering courses in any or all of these areas. Ultimately FAA expects to hire up to 500 graduates from this program each year for a variety of career fields. Procedures now are being worked out which would allow the agency to hire graduates at the GS-7 level.

Bell Helicopter Achieves First

A major breakthrough in helicopter certification was made recently with the announcement by Southwest Region Director C.R. Melugin that the Bell Model 222B had been approved for IFR flight by a single pilot without stabilization equipment. The announcement made the helicopter industry sit up and take notice because, up to that time, no transport helicopter ever had been certificated for even two-person IFR operations without stabilization equipment. It also was the first

time any helicopter without stabilization equipment had ever been okayed for IFR operations by a single-pilot crew. Stabilizers are electro-mechanical "black boxes" linked to the control system to prevent roll, pitch or yaw when the pilot's hands are momentarily diverted from the control stick. Melugin made the announcement on the occasion of his presenting FAA's type certification approval for the recently developed Model 222B helicopter.

Autogas Approved For Normal Category Plane

For the first time in its history, the agency has approved the use of automobile gasoline in a production airplane. The okay was given after a single-engine Cessna 150 using unleaded auto fuel was tested extensively by the Experimental Aircraft Association. Covered by the approval are Cessna Models 150, A through H and J Through M, powered by Teledyne Continental 0200-A engines. Although the approval applies to all kinds of operations, FAA plans to exclude air taxi flights carrying passengers for hire. The Experimental Aircraft Association has been experimenting with the use of auto gas in airplanes for years. The Cessna 150 test program was launched after a number of oil companies decided to curtail or eliminate production of 80 octane avgas, which limited its availability and drove up its cost. In announcing the award of the supplemental type certificates which allowed the use of autogas, the Administrator congratulated the Experimental Aircraft Association for "its genuine contributions to the advancement of aeronautics."

Bloodmobile Coming

The Bloodmobile will be at FAA headquarters August 11 at 9:30 a.m. to 3:30 p.m. in rooms 5 ABC. Because of summer vacations, outdoor activities, working in the yard and so on, there is a high incidence of accidents, and a greater need for blood at this time of year. Only donors can prevent a shortage.

Bowling Season Starts

The FAA Bowling League's fall season begins on Sept. 9 at 6:30 p.m. at the Seminary Lanes in Alexandria, Va. An organizational meeting for all team captains or their representatives will be held August 12 at noon in room 5C, FAA headquarters building. For additional information call Darlene Carter on x63854.

Awards and Rewards

The Office of Budget has presented a Quality Within-Grade Increase to Barbara Ann Cook.

Success to be Discussed

Why some people are successful while others are not will be discussed at the next meeting of the Southwest Chapter of Federally Employed Women. All employees are invited to attend the discussion on Aug. 10 in room 6AB of the FAA headquarters building.

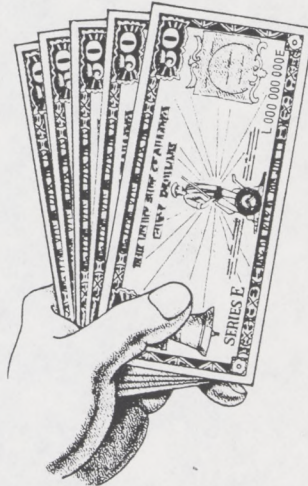
Riders Wanted

Riders are needed for a vanpool from Columbia, Md., to FOB-10A or the Nassif Building, 8 a.m. to 4:30 p.m. shift. For additional information contact Ken Harris on x63269.

Manikin Stepping Out

The CPR manikin will be set up for practice from 9 a.m. to 4 p.m. on the following dates in the conference rooms listed below: Sept. 8, 5A; Oct. 4, 5A; Nov. 2, 5C; Dec. 1, 5A. All CPR certified employees are urged to practice on a regular basis. A minimum of 15 minutes is all it takes to refresh the life-saving skill.

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Furlough Prospect Dims As Full Senate Acts

The agency has come one step closer to avoiding fall furloughs. The full Senate has now passed the fiscal year '82 supplemental budget request, which included the \$20 million FAA was banking on to avoid furloughs. In addition, the Senate anticipated passage of authorizing legislation to pay increased benefits to controllers and other selected employees and included \$57.5 million which would carry over to 1983. Pay legislation can only move forward if passed by the House Subcommittee chaired by Rep. Ford of Michigan. He has thus far refused to allow the FAA pay proposal to go to the House floor for vote. For operations, the Senate recommended \$133 million, while the House committee had previously allowed only \$55 million. The lawmakers also approved the requested supplemental of \$16 million in the Research, Engineering and Development appropriation. Differences between the House and Senate versions of the supplemental bill must now be resolved in conference. This is expected to take place before Aug. 20, when the House adjourns until after Labor Day.

New Directive Sets Up Human Relations Committees

The agency took another major step in its human relations program recently when the Administrator signed a directive establishing human relations committees throughout FAA. These groups will provide the local forum for two-way communication among employees, supervisors and managers. Management will have a format for speaking directly and openly to employees, whereas employees will have the opportunity to express their views, ideas and reactions on matters which affect them and their work. The committees are expected to provide well-thought-out, practical recommendations on improving working conditions, applying personnel policies and implementing organizational policies. They are not intended to serve as vehicles for airing personal complaints or "gripes" which will continue to be processed through the existing grievance channels. Advanced copies of Notice 1110.86, Human Relations Committees, have been issued and will be distributed to the branch, field office and facility level.

Boeing-757 Half Way Thru Flight Test Program

At the Boeing Company, it's one down and one to go. With the 767 now approved by FAA for commercial service, the company has focused on the certification of the 757 and expects to achieve that goal in December. The 757 currently is more than half way through its flight test program with four airplanes in the air and a fifth scheduled to join them in the near future. The 757 is twin-engine standard-body airplane designed for the short- to medium-haul market.

TCAs Prove Worth

Terminal Control Areas (TCAs) are additional inconveniences but really do reduce the number of near midair collisions. A case in point is San Diego, where a TCA was established following the worst "midair" accident in the nation's history in Sept. 1978. Robert Vaughn, manager of the San Diego TRACON, says there has been a steady decrease in "near miss" reports since the TCA went into effect in May 1980. They dropped from 17 in the pre-TCA May 1979 - May 1980 period to 7 in May 1980 - May 1981 to just 3 in May 1981 - May 1982. Vaughn said the figures indicate that the system is "working very well."

Executive Seminar Scheduled

As a result of FAA's increased emphasis on human relations and improved supervisory performance, agency executives will be attending a special three-day seminar at the Management Training School (MTS) in Lawton, Okla. Generally, this applies to SES executives, although some non-SES execs will be included. The seminar will familiarize executives with the facilities, course content and training methodology used at MTS for training new supervisors and managers. It also will help the executives bring their own supervisory programs more in line with the principles and practices taught at the training school. The first session of the executive seminar will begin Aug. 31 and the second on Sept. 21. Six additional sessions are scheduled for 1983.

Leave Without Pay Workers Must Pay Premiums

The Office of Personnel Management (OPM) has issued new regulations governing the payment of health benefit premiums when employees are on leave without pay. Under the old regulations, employees on leave without pay were given free coverage for up to one year. Under the new regulations, which become effective in the first pay period beginning after August 16, most employees will have to pay the full premium for health insurance which continues during nonpay status.

FDSs Play Lead Save Role

The FAA program of hiring furloughed airline pilots as flight data specialists paid some extra dividends recently when two of them played leading roles in a flight assist at Coast TRACON, El Toro, Calif. When the pilot of a twin-engine Cessna 310 called in to report landing gear difficulty, he was first given vectors to an uncongested traffic area by controller Albert L. Viselli. Then, flight data specialist and former airline pilot Howard R. Hotchkiss took over and recommended a number of procedures for freeing the stuck gear. When they proved unsuccessful, he contacted Ernest Guerrero, Jr., another furloughed airline pilot with many hours in the Cessna 310. Although not on duty, he reported to the FAA facility and talked directly to the pilot. Because of his considerable experience in the 310, Guerrero came up with a procedure which enabled the pilot to lower the stuck landing gear and make a safe landing. During the month of July, 100 flight assists were reported. Flight service stations were responsible for 56 of these, terminal facilities for 32 and enroute centers for 12. There were 202 persons on board the aircraft involved.

Paris, Montreal Jobs Open

There's an opening in Paris for a technical officer--communications-- and an opening in Montreal for a field purchasing officer with the International Civil Aviation Organization (ICAO). Salary for both positions is \$30,518 with a tax-free net of \$21,600 to \$23,104. Applications are due in API-19 Sept. 17 and Aug. 20 respectively. Information about salary, duties qualifications, applications and benefits is available from personnel offices.

FAA Pilots Get First Type Ratings in New Plane

Three FAA pilots were among the first seven airmen to receive Type Ratings for the recently certificated Boeing 767. Northwest Mountain Regional Director Charles R. Foster presented the ratings to Dean Melton, manager of the Flight Test Branch in the Seattle Area Aircraft Certification Office; Dick Davenport, chairman of the Flight Operations Evaluation Board and manager of the Seattle Area Aircraft Evaluation Group; and Tom Anderson, the FAA principal operations inspector for the Boeing Company. The other four pilots to receive 767 Type Ratings from Foster during a special ceremony at the Boeing plant in Everett, Wash., work for the manufacturer. All seven pilots flew the new twin-engine wide-bodied jet during the certification program.

We Still Get Letters

The first anniversary of the PATCO strike has sparked a renewed flow of letters from pilots and aircraft operators thanking FAA employees for the outstanding job they've done in keeping the air traffic control system running at such high levels of safety and efficiency. An example is a Mailgram from the flight crews at Tenneco Aviation that said: "The United States Airway System is being operated by the leading team of controllers ever assembled in its history. ATC control is at its best ever and getting better every day. Congratulation to the fine staff of controllers who have worked so very hard these past 12 months." And the Director of Aviation for the 3M Corporation noted that FAA employees at all levels "are putting 'Aviation' back in the middle name of FAA." He added that "One of our company's flight crew members summed it up by saying, 'It feels like we're all on the same team again.' Thank you."

Stop-Smoking Program Free

The American Cancer Society is presenting a free stop-smoking program in conference rooms 5 A B & C of the headquarters building on August 19.

Safety Courses Offered

For employees seeking professional competence and advancement in the safety profession, the University of Southern California offers two safety courses in the Washington, D.C. area: "Experimental Design and Safety Research" and "Structural Safety and Failure Analysis." Classes will be held in the Crystal Plaza Building No. 6, Crystal City, accessible by Metro. Ample free parking is provided in the basement. Classes this term will run from Sept. 6 through Oct. 28, 1982, meeting 5:30 to 8:30 p.m. two nights a week. 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.

Elevators Have Mind Of Their Own

The headquarters elevator system dates from the opening of the building in 1963, so its computer brain is rather basic by today's standards. Still riders cannot outsmart it by such techniques as repeatedly pushing buttons and running their hands back and forth through the electric eye. Actually, during off-peak periods, the elevator is programmed to start up from the first floor two to three seconds after a floor selection button (called "car button") is pressed. But that's not the case during the morning rush and other "up" peak periods. The car doesn't start moving for 12 to 20 seconds and occasionally as much as 30 seconds. Sometimes, riders try to jog the elevators by pressing buttons for floors above the one they've selected, thinking this will fool the elevator's very minimal computer. Other impatient riders try interrupting the light ray in the door, hoping the elevator will think there are more passengers than there are. However, neither of these tricks works. The elevator will start prematurely only if the weight on board is increased, and that takes a lot of calories. Another elevator trick that doesn't work is pushing both up and down buttons when calling the elevator from an intermediate floor. This trick can even delay service. If only the down button is pressed, an elevator might come up to take the rider down, but if the up button also is pressed, then the car will continue to the top floor before starting down again. The only solution seems to be: Press the right button and wait. Also, employees can improve elevator service for everyone by taking the stairs when going up one floor or down two floors. It's good exercise, too.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

Women's Equality Day Set

President Reagan has proclaimed August 26 as "Women's Equality Day, 1982," marking the 62nd anniversary of the 19th Amendment, which gave women the vote. In his proclamation, the President said: "We celebrate today not only the achievements of the past but also our continued commitment to build an America in which all our citizens will share equally in the rights and responsibilities of the Nation.... Today, more than ever, we honor women for their contribution in helping to make America great. Let us help pledge anew to dedicate our efforts to ensure equality of opportunity for every citizen of the United States."

Part-Time Employment

Recommended by P & T

The Office of Personnel and Training has asked agency managers to investigate the possibility of using part-time employees in technical and career positions. P&T pointed out that, in the past, part-time positions have been limited to the clerical and secretarial work force. Particularly recommended is the possible use of part-time employees as air traffic controllers. These part-time controllers would not replace full-time (See page 2)

ANE Towers Reopening, ATC Restoration Progresses

The New England Region has announced plans to reopen all seven permanent airport control towers that were closed after the August 1981 controllers' strike. Three towers are scheduled to reopen on November 29--Beverly, Mass. and Danbury and Groton-New London, Conn. The other four will become operational again on Jan. 3, 1983. They are at Lebanon, N.H.; and Lawrence, Worcester and New Bedford, Mass. Another tower that was closed after the strike, at Martha's Vineyard, Mass., was reopened in June for the summer season. New England Region Director Robert Whittington said initially the towers will operate 40 hours a week over a five-day period, with specific days of the week and hours of operation to be determined at each location. "As our new controller work force gains experience and as the number of controllers increases," he added, "we will extend the hours and days."

Airport/Airways Bill Voted

On Aug. 19, both Houses of Congress passed the Tax Equity and Fiscal Responsibility Act of 1982, providing the financial means for FAA to proceed with the continued modernization of the Nation's airport and airways system. Included in the (See page 2)

Disaster Plan Tested

It looked like the real thing in Baton Rouge, Aug. 6-7, as general aviation aircraft and pilots responded to a mock nuclear disaster. The special exercise was a prototype of FAA's State and Regional Disaster Airlift (SARDA) Plan. Observing the exercise for the agency were Phil Cramer, manager of the Southwest Region's Airworthiness Branch, and Joe Gates from Washington headquarters. They stood watch as Shreveport, Monroe, Lake Charles and Baton Rouge, La., suffered simulated nuclear attacks and as Civil Air Patrol planes flew over the disaster areas, assessed damage and recommended recovery measures. Flight service stations at New Orleans, Alexandria and Lafayette, La., also were involved in the exercise. They relayed disaster reports to the Houston Center, which, in turn, transmitted the information to NORAD in Colorado Springs. Other FAAers involved in the exercise included New Orleans GADO Manager Jim Riddle and inspectors Don Muzeroll and Lou May, who worked with the aircraft owners and pilots to assure operational safety.

Airport/Airway (From page 1)

omnibus tax package is a new schedule of aviation user charges which, among other things, will increase the airline passenger ticket tax from five to eight percent and levy a 12-cent-a-gallon tax on general aviation fuel. The bill also authorizes expenditures of almost \$4.8 billion over the FY 1982-1987 period for airport aid and \$6.3 billion for facilities and equipment. The next Intercom will carry additional details on the bill, which still requires a Presidential signature before it becomes law. That is considered a certainty.

Fire Temporarily Closes Birmingham ATC Tower

A fire temporarily closed the Birmingham, Ala., Tower August 16, but the flying public was hardly aware of the problem. FAA personnel evacuated the tower shortly after the fire broke out at 2 p.m., local time, but not before handing off all IFR traffic to the Atlanta Center. Approximately a half hour after the evacuation, they set up a temporary tower at the nearby flight service station. The tower cab reopened for business at 5:08 p.m. after Airway Facilities technicians had rigged extra frequencies and Brite displays. The TRACON remained closed for three days because of roof and ceiling damage. During that time, approach control was handled from the tower cab. According to Acting Tower Manager Bill Barron, all employees did outstanding jobs. "They're the kind of people you want with you when the chips are down," he said.

Employment (From page 1)

controllers, P&T emphasized, but would supplement them. Specifically the personnel office is recommending that retired controllers be rehired on a part-time basis to augment the full-time staff; that part-time employment be offered to experienced personnel when appropriate as an alternative to their leaving the agency for personal reasons; and that controllers close to the age of retirement be offered part-time employment so that they will remain on the job long enough to train replacements and they will have a period of transition for themselves. Personnel also noted that converting from full-time to part-time employment will affect salary, health and life insurance costs, leave accrual and so on. Employees contemplating this change are advised to contact their personnel office.

Function Consolidation To be Studied

The FAA is leading a DOT-wide study of various possibilities for consolidating administrative and staff support functions within the Department. The objective is to determine the potential for conserving resources. Scheduled for completion on Sept. 15, the study will determine the potential for consolidating all or some administrative services at the headquarters or regional levels. The study includes fiscal services, automatic data processing, budget, contracting, management systems, personnel and training, security and supply in both Washington and the field. Representatives from each DOT operating administration are participating in the study.

World Features Q & A With Administrator

If each FAA employee could have a personal interview with the Administrator, he or she probably would ask his opinion of the Jones Report, what the future holds for labor unions in the agency, how automation and consolidation will affect the workforce and what he sees as the fundamental issues facing FAA people. These, in fact, are some of the questions the Administrator answers for the benefit of all employees in the August FAA World. Also, in the same issue is a photo spread of the award-winning team at the Dallas-Ft. Worth ACDO, an article on what the agency is doing to reduce the aircraft bird-strike hazard, and a remembrance of the first transcontinental flight by Calbraith Perry Rodgers, who subsequently became aviation's first fatality in a bird-strike incident. Copies are in the mail.

Pilot Error Blamed

The National Transportation Safety Board has concluded that the probable cause of the Jan. 13 Air Florida crash in Washington, D.C., was improper flight crew actions culminating in the captain's failure to abort the takeoff in the face of abnormal engine instrument readings. Also cited were the crew's failure to use engine anti-icing equipment, the prolonged ground delay between de-icing and takeoff clearance, the known inherent pitchup characteristics of the Boeing 737 when the wing is covered with even small amounts of ice, and the limited experience of the flight crew in winter operations. NTSB made ten recommendations to FAA concerning winter-weather operations. These included issuing various maintenance alert bulletins to airlines, air traffic procedures, flow control, and surveying and improving water-rescue capabilities.

Solid-State VORTAC Set

The first field installation of second generation, solid-state VORTAC is scheduled for Hallsville, Mo., in early September. It follows the installation of the first solid-state VOR which went operational at North Philadelphia in August. The VORTAC facility provides both bearing and distance information to pilots whereas the VOR broadcasts only bearing or direction. Additional VORTACS now are scheduled to be installed at Pottstown, Pa., San Antonio, Texas, and Lake Tahoe, Nev., in September. In all, second generation replacements include 80 VORs, 145 VORs with DME and 725 VORTACs.

Yogurt Cones Coming

Yogurt is the thing in the FAA cafeteria. In fact yogurt is doing so well that ice cream will be dropped when the current stock runs out. All in all, 85 to 90 four-ounce portions of yogurt are being sold each day for a modest 81 cents (including tax) per portion. The daily sale is expected to rise dramatically next month when yogurt cones become available. The price for the cones will also be 81 cents. Although the customer will get a little less yogurt, the edible cone is thrown in for this price. The only 81 calories per portion delicacy is dispensed from a standard soft ice cream machine that has been modified for yogurt. This machine is actually owned and maintained by the company that sells the mix, and it will continue to be operated as long as the volume holds up. For those who care, a portion of yogurt is about 50 calories less than an ice cream cup.

Dulles Shows '82 Gains

At a time when most major U.S. airports were experiencing curtailed airline service, Dulles International Airport was a notable exception. During the first six months of 1982, Dulles logged a 5.7 percent increase in airline operations and a one percent gain in airline passengers, when compared with the same period in 1981. Freight shipments also were up 9.7 percent. Washington National Airport, meanwhile, followed the national trend. Air carrier operations were off 12.7 percent and passengers 6.1 percent. Freight shipments showed an 18.6 percent decline.

Ship Model on Display

An 11-foot model of the aircraft carrier USS Enterprise was added to the exhibits in the Air and Space Museum last week. The model, which is accurate to the last detail, has an air wing of 83 model airplanes on board, including A-7 Corsairs, A-6 Intruders, SH-3 Sea Kings, CH-46 Sea Knights, A-4 Skyhawks and F-14 Tomcats. The ship model is displayed outside the Museum's Sea-Air Operations gallery on the second floor.

Airport's Bowman Honored

Donald P. Bowman of the Office of Airport Planning and Programming has been honored by the American Society of Landscape Architects for his very readable and lavishly illustrated book, "Design, Art and Architecture -- A study of Airports." The book looks at 40 airports and suggests ways to "provide an attractive gateway to the community while improving safety and efficiency." Bowman, an ASLA member, received his certificate award during ceremonies last week at the National Academy of Sciences Auditorium

Riders Wanted

Riders are invited to join a van pool from the Davidsonville and Bowie, Md., area to FOB-10A, 8 a.m. to 4:30 p.m. shift. For additional information, contact Lou Cusimano, x68452.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

Medicare, A Fact of Life

As a result of a provision in the Tax Equity and Fiscal Responsibility Act of 1982, FAAers and other government employees who retire after Jan. 1, 1983, automatically will become eligible for Medicare. But they'll have to pay for it by contributing to Medicare during their working years. Beginning in January, all employees will pay a 1.3 percent Medicare tax on annual salaries up to \$35,100. This will cost individual employees from \$100 to \$450 per year, depending on grade and salary.

First SES Class Starts

The first class of 24 Senior Executive Service officials has enrolled in the special three-day seminar designed to familiarize them with the capabilities of the Management Training School at Lawton, Okla. Included were 14 headquarters officials and 10 from the field. All SES executives will be required to attend the seminar as well as non-SES managers who occupy the following positions: Division managers in Air Traffic, Airway Facilities, Aviation Standards and Airports; region/center managers of Administrative Systems (formerly executive officers); personnel officers.

DOT, FAA Chiefs Push AT System Pay Bill

Secretary Lewis and Administrator Helms have sent an open letter to all Air Traffic System personnel praising them for their "unselfish service" and reporting on the status of the Administration's pay package now before the Congress. "This Administration has recognized from the start that yours is a difficult job which is vital to this nation and that you deserve fair compensation for the unique aspects of your work," Lewis and Helms said. The letter noted that the Administration's 6.6 percent pay package, introduced last November, is currently "tied up" by the House Post Office and Civil Service Committee. "In place of our legislative proposal," the letter says, "a majority of the Committee voted to send to the House a bill sponsored by its chairman." That bill would authorize a one-time 10 percent bonus, not a permanent pay increase, the letter explains. Further, because the bonus is contingent on the return of the system to full capacity by Jan. 1, 1983, the Administration would have no alternative but to rehire striking controllers to obtain the bonus for the controllers who remained at work. "We believe you are due a pay increase on merit, not as a condition of reemploying those who left their jobs," the Secretary and Administrator said. "We intend to

(See page 2)

Pay Bill

(From page 1)

press forward vigorously to obtain the pay package that addresses your needs." In a separate action, Secretary Lewis noted that FAA has taken a series of positive steps to deal with the "people problems" identified in the Jones report. "Two phases of a three-phase program have been virtually completed," the Secretary said. "Actions have been taken and programs are in place to assure that employees are heard, that their concerns are addressed and that this will be an ongoing process. We have taken the first important steps in dealing with the management-employees problems that had built up over the years. We believe that the companion action that is now necessary--to improve morale and recognize the outstanding job our air traffic personnel have done--is to get the Administration's pay package through Congress. We remain firmly committed to that objective." The bill affects controllers, FSS specialists, AAF personnel GS-9 and WG-10 or above, flight inspection pilots and flight test pilots.

Slot Lottery Goes Well

An NBC reporter called it the most interesting government process he's ever seen. Most of the news media compared it to the National Football League player draft. They were talking about the new FAA procedure for allocating landing slots at the 21 "pacing" airports and other, smaller airports within the coverage of 16 enroute centers. Developed by the agency's Office of Policy and Plans in cooperation with the airlines, the slot lottery brought together 193 air carriers--one-third

of the national total--for a two-day marathon in a Washington, D.C., hotel. Some 1,300 airport and center slots for the airlines' October 31-December 14 schedules were up for grabs, and approximately one-half of them were allocated. Overseeing the August 24-25 sessions and keeping things moving were Harvey Safeer and Tom Messier, who head up the Policy and Plans Office, and FAA Chief Counsel J.E. "Sandy" Murdock. A repeat of the lottery will be held in September, when the airlines will be selecting slots for the winter schedules.

Budget Passage Advised

The House Appropriations Committee has recommended passage of FAA's FY 1983 money bill clearing the way for a floor vote when Congress returns after the Labor Day recess. The total budget approved by the committee was \$3,591.9 million, which was \$12.2 million more than the President requested. The total does not include an additional \$300 million in F&E and \$23.5 million in RE&D which were contingent on the enactment of new user fees. Now that these fees have been approved, an amended budget request will be transmitted to the Hill. The appropriations committee recommended an increase in the agency's request for Grants-in-Aid to airports of \$150 million. However, \$93 million was cut from the operations appropriation, \$42 million from F&E and \$17 million from R&D. The next step in the budget process is to get the full House approval. When this is done, the bill will be transmitted to the Senate for action by that body.

Airport/Airway Bill Passed by Congress

FAA once again has an airport aid program to administer. And the agency now will be able to proceed with the hardware improvements outlined in its National Airspace System Plan. All of this results from congressional passage in mid-August of the President's comprehensive tax package, which included the Airport and Airway Improvement Act of 1982. The tax measure also provides the means to fund airport and airway improvements through a new schedule of user charges on both commercial and general aviation. Among the user charges, which take effect Sept. 1, are an eight percent levy on domestic airline passenger tickets, a five percent tax on freight waybills, a \$3-per-passenger charge on international airline departures and 12- and 14-cent-a-gallon levies on general aviation gasoline and jet fuel, respectively. The money will go into the Airport and Airway Trust Fund. The new legislation replaces the Airport Development Aid Program (ADAP) with the Airport Improvement Program (AIP), which runs through Fiscal Year 1987. Authorized AIP funding levels began at \$450 million for the current fiscal year, which has only a month to go, and increase to over \$1 billion in both FY 1986 and 1987. The Act also recognizes the importance of "reliever" airports by guaranteeing them not less than 10 percent of available funds. In addition, for the first time, it makes privately owned reliever airports and privately owned commercial airports eligible for AIP grants. Another provision specifies that not less than one percent of available funds will be set aside for airports system planning. For facilities and equipment, the Act authorizes total funding of \$6.3 billion over its six-year lifespan. Funding would rise from \$261 million in FY 1982 to

approximately 1.4 billion in each of the 1984, 1985 and 1986 fiscal years, when the capital investment costs of implementing the National Airspace System Plan will peak. It would drop off to about \$1.2 billion in FY 1987. In addition, the Act authorized the use of Trust Fund money for Research, Engineering and Development and provides significantly higher levels of Trust Fund money for FAA operational and maintenance expenses.

Weather, A Top Priority

Stressing FAA's continuing commitment to improving pilot weather services, Deputy Administrator Michael Fenello told Congress recently that the agency "plans to invest approximately \$700 million in development and implementation efforts associated with the weather program in this decade." Testifying before two subcommittees of the House Science and Technology Committee, Fenello listed the agency's top-priority weather projects, including automation of weather observation and reporting systems, introduction of data-link services, implementation of additional wind-shear systems, implementation of the next generation weather radar network, utilization of weather channels on terminal radars and automation of center weather service unit and flight service station functions. The Deputy concluded by noting that "These programs are expected to improve aviation safety significantly by improving weather information available to users of the National Airspace System."

FAA Tennis Team Ties For First

FAA ended the regular DOT Tennis League season in a tie with the Urban Mass Transport Administration for first place in the West Division. The East Division also ended the season with a tie between the Maritime Administration and the National Highway Traffic Safety Administration. To resolve the ties, rain-interrupted games will be played this week. If the ties are resolved, the DOT championship match will be played on Sept. 13.

FOB-10A Getting New Venetian Blinds

New venetian blinds, designed to hold down summer temperatures in the sunny areas, are currently being installed in the FAA headquarters building. In order to be most effective, the blinds must remain completely closed in summer. When this is done, temperatures will remain comfortable, and air conditioning loads and costs will decrease.

Annual FA Club Picnic

The FA Club's annual picnic will be held this year on Sunday, September 12, at Fort Hunt Park in Virginia. Beer, soda, and ice cream will be provided. A continuous softball and volleyball game is planned, along with races and egg and frisbee tossing. The fee of \$4 for adults and \$2 for children 5-16 years old should be sent to the FA Club as soon as possible. Children under five are free.

Investment Seminar Set

The Senior Vice-President of Ferris and Company, Inc., James S. Tighe is returning to FAA headquarters for a new series on Investment Planning. Sessions will be on Sept. 17, 24 and 29 from noon to 1 p.m. in conference rooms 7 A & B. Session I will focus on overall financial planning and accumulation of assests. Session II will deal with more traditional investment vehicles such as stocks and bonds. The primary emphasis in Session III will be on tax oriented investments such as IRA's, real estate and oil and gas.

Softball Seasons End

FAA Women's fast-pitch softball team finished its season with a 7-3 record. Because of this fine showing, the team was invited to participate in the D.C. Society for Crippled Children marathon and was responsible for a total of \$300 in contributions.... The DOT's IG team finished first, with a 6-1 record, in the spring Inter Office/Service Slow-Pitch League, and FAA's Office of the Associate Administrator for Aviation Standards finished second with a 5-2 tally. Tied for third were AAT and ALG with 4-3 records. They were followed by API and NTSB (3-4), AGC (2-5) and AAF (1-6).



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

Headquarters Intercom

The News in Brief

o Walter S. Luffsey, Associate Administrator for Aviation Standards, will receive the Aviation Week and Space Technology Distinguished Service Award for 1982. The award, which honors Luffsey for a lifetime of contributions to aviation safety, will be presented by the Flight Safety Foundation on Sept. 8.

o The rebuilding of the air traffic control system has reached a point where the Civil Aeronautics Board is reinstating a requirement that gives airline passengers double compensation if they are bumped from a flight and not provided with prompt alternative transportation. Suspended after the controllers' strike in August 1981, the double payment rule will go back into effect on Oct. 1. "We feel the system is back enough to normal operations that the airlines can find alternative transportation (for the bumped passenger) within the time period," a CAB spokesman said.

o Another indication that the air traffic system is recovering is the fact that aircraft delays in August were at their lowest point since the agency began 15-minute-delay reporting in January 1982. The average daily delay of 15 minutes or more was 819 in August as compared with the 1982 high of 1,155 in March. For the entire eight-month period, January through August, the average daily delay was 985.

Ground Broken for First Leased, Automated FSS

The agency has marked another milestone in the program to automate flight service stations (FSSs) with a groundbreaking ceremony for a new facility at Terre Haute, Ind., Regional Airport. This is the first of 50 buildings that will be constructed and leased to FAA as automated (See page 2)

Furlough Picture Murky

Furloughs for FAA employees still can be avoided if the Congress acts promptly on a new Fiscal Year 1982 supplemental appropriations bill when it returns to Washington on Sept. 8. The agency currently has sufficient funding to continue operations without furloughs through mid-September. This is the case largely because of across-the-board economy measures instituted since the furlough prospect first surfaced last spring as a result of budget cuts. Late last month, President Reagan vetoed a \$14.1 billion FY 1982 supplemental appropriations bill because it contained almost \$1 billion for domestic programs he previously had rejected. The FAA funding of approximately \$213 million was not a factor in the veto. Approval of this amount in a new supplemental would enable the agency to avoid furloughs entirely in the current fiscal year which ends Sept. 30.

Automated FSS (From page 1)

FSS sites. Construction is being financed by the local airport authority. It will be leased to the FAA for one dollar per year with a Federal option to buy at minimum cost at the end of the 20-year lease period. Scheduled to open in the spring of 1984, the new facility will provide coverage for the entire State of Indiana. It will feature an automated data processing and display system that will permit FSS specialists there to provide a higher level of service to pilots. Current plans call for the network of 61 automated FSSs to be fully operational by the fall of 1988.

traffic system employees. In a statement urging action on the pending pay measure, ATA said, "The airlines strongly support the vigorous efforts of Secretary Lewis and FAA Administrator Helms to obtain final approval for the long-delayed pay package for air traffic controllers. Delaying tactics should not be employed to deny them the pay equity that was endorsed last year by both the House and Senate. Airlines, their passengers and shippers are grateful for the professionalism and dedication of working controllers and other air traffic control people who are serving the nation with distinction. The promises made them should be fulfilled, and promptly."

ICAO Jobs Open

The International Civil Aviation Organization has two-year job openings in Montreal, Lima and Bangkok. The Montreal openings are for a Russian language officer, PC-13/82, and an evaluation officer, PC-15/82. The first pays \$30,518 gross with a tax-free net of \$21,600 to \$28,271; and the second pays \$48,661 with a tax-free net of \$30,776 to \$33,318. In Lima, the opening is for a technical officer RAC/SAR, PC-12/82, with a gross salary of \$30,518 and a tax-free net of \$21,600 to \$28,271. Bangkok needs a technical assistance officer, PC-14/82 and is paying \$38,167 with a tax-free net of \$25,672 to \$27,612. Applications for all positions are due in API-19 by Sept. 29. Additional information is available at personnel offices.

ATA Supports Pay Hike

The Air Transport Association (ATA), which represents the scheduled airlines in the United States, has thrown its weight behind the DOT/FAA effort to obtain pay hikes for air

Leave Restoration Okayed

The agency has been given the go-ahead by the Office of Personnel Management (OPM) to restore forfeited annual leave on a year-to-year basis during the exigency of public business created by the controllers strike. As forfeited leave is approved for restoration by appropriate FAA officials (such as facility managers), payroll offices will be notified and the results will show up on employees' pay and leave statements. Restoration of forfeited annual leave will be permitted as long as the exigency continues, provided it is properly scheduled in advance, approved and cancelled. However, the exigency may be terminated on a regional or facility-by-facility basis by the regional director if he determines that operational conditions have returned to normal. Employees then will have two years from the end of the leave year following termination of the exigency to use all restored leave. If that can't be done, OPM has agreed to review exceptional cases on an individual or facility basis.

The Way We Were

Forty years ago, in September 1942, the agency established the Pacific Islands Office at Honolulu to meet the increased tempo of military operations. This office constituted the nucleus of what later became the Pacific Region.... Twenty years ago, on Sept. 4, 1962, FAA assumed responsibility for the civil administration of Wake Island, which had previously been under the jurisdiction of the Navy Department.... Ten years ago, on Sept. 1, 1972, Boston's Logan International Airport became the first airport to be certificated by FAA under a prescribed set of safety standards, as provided for by the Airport and Airways Development Act of 1970. The Act required all U.S. airports serving scheduled air carriers to have FAA operating certificates by May 21, 1973.... Five years ago, on Sept. 15, 1977, FAA withdrew from Aerosat, following a congressional cutoff of funds. Aerosat, a U.S.-European project designed to increase communication capacity over the North Atlantic, had long been marked by controversy over shared ownership, radio bands and costs.... Last year on Sept. 4, FAA announced it would hire temporary employees, drawn largely from furloughed airline pilots, to support the strike-depleted ATC work force by performing such non-control duties as distributing flight strips, operating simulator training equipment and providing clearance information.

Firefighter Study Aired

Crash, fire and rescue equipment at low-traffic-density airports is not cost effective, according to a study recently completed by H.H. Aerospace, under an FAA contract. When the study was made public at an FAA-sponsored meeting last month, aviation industry organizations

indicated that they were not in agreement with this finding. The study also recommended that FAA set training standards for firefighters and that at least one firefighter at each airport should be trained as an emergency medical technician. Attending the meeting, which was chaired by Office of Airport Standards Director Leonard E. Mudd, was Associate Administrator for Airports William Shea, airport managers and representatives from industry. Currently, all recommendations in the study and the industry comments are being analyzed by the agency.

Ultralights Controlled

The agency has adopted new regulations for hang gliders and powered ultralight vehicles. Aimed at reducing the conflict between other airspace users and ultralights, the new rules will require ATC authorization to operate in airport traffic areas, control zones, terminal control areas, and positive control airspace. In addition, operations at night and in poor weather will be disallowed. Single occupant, recreational vehicles will be eligible to operate under these new rules only if they meet specific standards. Unpowered hang gliders must weigh less than 155 pounds empty. Powered ultralights must weigh less than 254 pounds with a fuel capacity of not more than five gallons and will be limited to 55 knots top speed. The stall speed for powered ultralights must not exceed 24 knots. Ultralight vehicles able to operate in this category are relieved from the certification and registration standards for regular aircraft. The new rules become effective October 4.

'Door Close' Buttons Work

Following the recent publication of an article about the elevators in FOB-10A, we received several letters asking about the "door close" buttons installed in some elevator cars. The letter writers pointed out that these buttons were installed at "the taxpayer's expense" and do not work. But the fact is they are not supposed to work during normal operations. However, when the elevator is on the "fire emergency mode," they work just fine. In that circumstance, they will close the door immediately and possibly save a life. That's the reason they are there.

FAA Tennis Team Wins Western Division

The FAA tennis team captured the West Division title in the DOT Tennis League in a very close race with UMTA and OST. Bruce Putnam and Ed Van Duyne clinched the win with a 6-1, 6-4 victory over the FRA/NTSB team last week and thereby avoided a three-way first place tie. FAA now faces the East Division champs (MARAD) in the playoffs for the Drew Lewis Cup on Sept. 13.

Awards and Rewards

The Logistics Service presented a Quality Within-Grade Increase Award to Robert L. Yoakum and a Special Achievement Award to Gonzalo Tornell. The Office of Public Affairs presented a Quality Within-Grade Increase to Linda Boyer.

Time and Place Changed

The meeting times for the FA Club Investment Seminar announced in last week's Intercom have been changed from Sept. 17, 24 and 29 to Sept. 30, and Oct. 7 and 14. In addition, the location has been changed from conference room 7 to conference room 5 A and B. Otherwise, everything's the same.

Ride in Comfort

Don't hassle with Metro. Ride in comfort from College Park and Greenbelt, Md., to the Nassif Building by joining Dan's Van. For additional information contact Daniel Schierer at x60327, between 7:30 a.m. and 4:00 p.m. Riders are also wanted for a new vanpool serving the Columbia, Md., area for the 8 a.m. to 4:30 p.m. shift. For this van, call Wrensey Gill on x63844.

Office Technology Subject of FEW Seminar

All employees are invited to attend the Southwest Chapter of Federally Employed Women's presentation on the Office Technology of the Future. It will be given by officers of the Exxon Corp. in FOB-10A, conference rooms 5 A and B on Sept. 14 at noon.



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

Headquarters Intercom

No Furloughs

There will be no furloughs for FAA employees in Fiscal Year 1982. The agency made the announcement after both houses of Congress overrode the President's veto of the \$14.1 billion FY 1982 supplemental appropriations bill by the necessary two-thirds margin. That permitted the bill to become law without the President's signature. Included in the bill is \$213 million for FAA, enabling the agency to avoid furloughs.

More Towers Reopen

The Central Region has announced the reopening of three airport control towers that were closed in August 1981. They are in Salina, Kan.; Joplin, Mo.; and Grand Island, Neb. All three are scheduled to resume operations on Dec. 13, 1982. They will be open eight hours a day, Monday through Friday, with the exact hours of operation to be determined locally.

DOT Honors 36 FAAers at Awards Ceremony

FAA's Associate Administrator for Aviation Standards, Walter S. Luffsey, heads a list of more than 35 FAAers honored at the DOT's annual awards ceremony in Washington, D.C., on Sept. 14. Luffsey is the only DOT employee this year to receive the Secretary's Award for Outstanding Achievement. He was cited "for his exceptional success in managing and developing personnel, and his outstanding organizational accomplishments in aviation safety." Nine FAA people were among those receiving the Secretary's Award for Meritorious Achievement. They are: Raymond Van Vuren, Director of the Air Traffic Service; Craig Beard, Director of the Airworthiness Office; William Allen, Technical Assistant to the Associate Administrator for Engineering and Development; Donald Myers, A.F. technician at the Los Angeles ARTCC; Allen Busch, FAA Technical Center branch manager; Donald Schneider, A.F. Division Manager in the Central Region; Frank J. Monaco, FAA Representative, Miami International Field Office; Lyndel Long, Austin (Tex) A.F. Sector Manager; and Billy G. Bailey, Material Management Division Manager, Logistics Service. The award for Valor went to Kenneth A. Wood, a Quality Assurance Specialist from Ft. Lauderdale, "for exceptional courage in the face of great personal danger in aiding a woman (See page 2)

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stock
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Honors (From page 1)

being attacked by an armed man." Receiving the Award for Cost Avoidance, Reduction and Efficiency (CARE) were seven headquarter's employees who helped to cut leased telecommunications costs: Carol Ashby, Glendon Brammer, Jerome Cohen, Wallace Cook, Jr., Loren Fuhrman, Marshall Munro and John C. Owen. Another group of four headquarter's employees were cited for reducing the publication and distribution costs of the summary of airworthiness directives: William King, John McGrath, Jere Styer and Linda Walker. Also receiving a CARE Award was Frank Babiak, Jr., A.F. Sector Manager in Anchorage, for his contribution to reducing fuel and other costs. The Secretary's Award for Outstanding Achievement in Equal Opportunity went to FAAers John Dempsey, Manager of the Memphis Airport District Office, and Earnest Joyce, Jr., an Airspace Specialist in the Southern Region's Air Traffic Division. The Lawrence R. Schneider Award, which honors a former NHTSA Chief Counsel, went to FAA headquarters attorney James Whitlow for his role in shaping the agency's position on critical labor issues. Ten FAAers received the Secretary's Award for Excellence which recognizes employees below GS-10 and WG-9 for outstanding performance. Four are from Washington headquarters: Barbara Foor, Elizabeth Bugay, Joan Carmel, and M. Denise Cashmere. The others are J'Nell Johnson, Southwest Region; Linda Bryles, Aeronautical Center; Louise Bostwick, Southern Region; Kim Marie Bento, New England Region; Patricia Hickman, Central Region; and Maria Marks, Technical Center.

Time to Honor Hispanics

September is a time for remembering the Hispanic contributions to the building of America. That was the intent of Congress in passing a joint resolution in 1968 requesting that a period in September be set aside by Presidential proclamation to focus public attention on the proud history of Hispanic Americans, who were the first "Westerners" to reach our shores. This year, National Hispanic Heritage Week is Sept. 12-18 and Transportation Secretary Drew Lewis has urged all DOT employees to use the opportunity "to share more fully in the Hispanic heritage and to increase our awareness of the needs and concerns of the Hispanic Americans among us."

Former Public Affairs Boss Becomes Honest Writer

A former FAA Assistant Administrator for Public Affairs and regular Intercom contributor, Jerome Doolittle, now has a novel in the stores. Called "The Bombing Officer," the book is based on Doolittle's experiences as a USIS officer attached to the American embassy in Vientiane, Laos, in the late 1960s and early 1970s. One reviewer already has compared the book to "The Quiet American" for its realistic view of the long conflict in Indochina. During his two years at FAA (January 1979 to January 1981), Doolittle contributed regular articles to Intercom on the proper use of the English language ("English Revisited"). FAA readers of "The Bombing Officer" might want to watch for any errors of grammar or syntax and contact Doolittle in care of his publisher, E.P. Dutton of New York City, just to let him know they were paying attention.

Changes in Retirement

The Omnibus Reconciliation Act of 1982, signed by President Reagan on Sept. 8, contains some important changes in the Civil Service Retirement Program, including new limitations on payment of cost-of-living adjustments (COLAs). Also affected are the rules governing voluntary and involuntary early retirement and the method for crediting military service toward Civil Service retirement. A brief summary of the major points follows:

- * Cost-of-living adjustments for annuitants will be paid every 13 months for the next three years, instead of on March 1 of each year. They will go into effect on April 1, 1983, May 1, 1984, and June 1, 1985. The effective date will revert to March 1 the following year.
- * Annuitants under the age of 62 will receive a reduced COLA (unless they are disabled or survivors) for the next three years. The bill says those under 62 on March 1 of each year will receive one half the "assumed" increase defined by Congress, plus the full amount of the difference between the assumed increase and the actual increase. For example, the assumed increase for 1983, established in the Act, is 6.6 percent, so annuitants under age 62 will get 3.3 percent to start. If the actual COLA increase were 9.5 percent, they also would receive the full amount of the difference between 9.5 and 6.6 percent, or 2.9 percent. That would give them a total COLA of 6.2 percent.
- * Effective Oct. 1, voluntary early retirement will be allowed only if a major reorganization, RIF or transfer of functions will result in a significant number of employees being separated or immediately reduced in pay. In the case of involuntary separa-

tions (other than for misconduct), early retirement is predicated on the employee not having another job offer in the same agency and commuting area. Also, an employee is not eligible for early retirement if he or she has declined an offer of a position for which he or she is qualified and which is not more than two grades below the current position.

- * "Catch 62," the provision regarding retirement credit for military service after 1956, has been revised. Under current law, military service may be credited toward a Civil Service annuity, but the annuity is recomputed at age 62 to exclude credit for any post-1956 duty if the individual is eligible for Social Security benefits. The new law requires that employees hired on or after Oct. 1 must make a cash contribution to the retirement fund (based on a percentage of the individual's post-1956 military pay) in order to receive credit for the military service for future Civil Service retirement. Employees hired before Oct. 1 have the option of continuing under the existing law and having their annuities recomputed at age 62 or contributing to the retirement fund and receiving full credit for the post-1956 military period.

Other changes in the new law tighten the financial tests of return to earnings capacity for disability retirees, limit future annuities in most cases to no more than the top step of a GS-15 and alter the rules and interest rates on deposits and redeposits to the retirement fund. The Office of Personnel Management (OPM) is developing guidance material on all affected areas and it will be distributed to FAA personnel offices as soon as possible.

Hispanic Heritage Week

National Hispanic Heritage Week is being observed throughout the Department of Transportation this week, Sept. 13-17. In Washington, it will be marked with a series of events designed to increase general awareness and appreciation of Hispanic contributions in the professions, in the arts and in politics. For FAA employees, the week will conclude with an open house Friday in the Administrator's Conference Room. The full schedule follows:

Monday, 11:30 a.m.--DOT Opening Ceremonies - Luncheon, Opening Remarks: Secretary Lewis, Keynote Speaker: Charles Marquez, Ft. McNair Officer's Club.

Tuesday, 2:30 p.m.--UMTA Speaker: Carlos Villarreal, Room 8334, DOT Headquarters.

Thursday, 11 a.m.--U.S. Coast Guard/Entertainment Film "Native Aliens" Room 3201, DOT Headquarters

Friday, 2 p.m.--FAA Hispanic Committee - Open House, Administrator's Conference Room, 1010, FAA Headquarters.

Lobby Board Available for Meeting Notices

Half of the FAA Directory Board in the lobby (the side facing the guard desk) now is available for posting the location of meetings and conferences which are open to the public or will draw outside attendees.

Pending a more permanent arrangement, the Office of Management Systems will handle this activity. Any office wishing to post a notice on the board about a public/interdepartmental meeting or national conference must provide essential details to AMS-530, Room 601, at least 24 hours prior to the event. AMS will do the actual posting of

the announcement and remove it after the meeting. Any questions may be directed to the Organizational Analysis Branch, AMS-530, x68090.

Causey Speaks to F.E.W.

Washington Post columnist Mike Causey will speak on "The Changing Federal Workforce" at the next meeting of the Southwest D.C. Chapter of Federally Employed Women (F.E.W.). The Oct. 12 luncheon meeting will begin at 12 noon in the Flagship Restaurant and is open to everyone. The cost is \$9.50 and the deadline for making reservations is Oct. 6. The contact is Nancy Blagg Kalinowski in room 521A at x68560.

Engineers Set Sept. Luncheon

The Air Transport Subcommittee of the American Society of Civil Engineers has signed up James Blair--an airport architect with Howard, Needles, Tammen and Bergendoff--as the speaker for its Sept. 23 luncheon. Blair's topic will be "Airport Terminal Expansion." Tickets for the luncheon in the Channel Inn's Pier 7 Restaurant are \$8.25 and reservations must be made by noon, Sept. 21. Contacts are Jim Brunskill on x68590 and Dick Harris on x63905.

Is What You See, What You Get ?

Not exactly! To help individuals better know who they are and be more effective, the Women's Task Force is sponsoring a program entitled "You Through the Looking Glass" on Sept. 22, from 12 to 1 p.m. in Room 8C. Connie Hansbrough will base her presentation on a book by David Keirs and Marilyn Bates entitled, "Please Understand Me-Character and Temperament Types".

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

Headquarters Intercom

The News in Brief

• The four percent pay raise for Federal civilian workers recommended to Congress by President Reagan on Aug. 26 is expected to become effective on the first day of the first pay period on or after Oct. 1. No legislative action is necessary for the pay hike to take effect on this date. Although either house of Congress has the authority to veto the proposal by Sept. 30, no veto is expected. If the raise becomes effective as expected, it will be reflected in pay checks received on or about Oct. 26.

• Two FAAers were part of the U.S. investigation team that was hurriedly dispatched to Spain at the request of the Spanish government following the recent Spantax Airlines DC-10 accident in Malaga. Joining the team were Paul Madden of the Accident Investigations Division, Office of Aviation Safety, and Richard Hill, Fire Safety Branch, Aviation Safety Development Division at the Tech Center. Also included on the U.S. team were three National Transportation Safety Board investigators, two technicians from McDonnell/Douglas, the aircraft manufacturer, and a representative from General Electric, the engine manufacturer.
(Briefs continued on page 2)

Enroute Center Recovery Program is Charted

As part of its program to rebuild the air traffic control system, the agency has announced a timetable for lifting flight restrictions within each of the 20 domestic center boundary areas through next summer. Announced by Deputy Administrator Michael Fenello before a National Business Aircraft Association symposium in St. Louis, the plan calls for lifting restrictions on a center-by-center basis as each center achieves the capability to handle 100 percent of pre-strike traffic levels. It applies only to flights within a center's area of control and not to flights between center areas. These restrictions will be phased out later. The flight restrictions, which had been imposed following the strike to accommodate reduced staffing levels, include requirements for air carriers and the military to cut back operations and for general aviation pilots to obtain reservations before flying IFR in enroute airspace. Earlier this summer, the internal controls were lifted at the Salt Lake City, Seattle and Albuquerque centers and just recently at the Washington ARTCC. Later this fall, the Jacksonville, Atlanta and Memphis centers will be (See page 2)

Enroute Center (From page 1)

added to the list, followed by Los Angeles, Kansas City, Miami and Denver in the winter. Then, next spring, Oakland, Ft. Worth, Houston, Cleveland and Boston will follow suit, and finally, in the summer of 1983, the Minneapolis, Chicago, New York and Indianapolis ARTCC will complete the timetable.

News Briefs (From page 1)

- The agency has picked another automated flight service station site. This one is at the Beauregard Parish Airport in De Ridder, La. It will service the entire state of Louisiana in the future system. The FAA decision to locate at De Ridder was based on an agreement with the Beauregard Parish Airport Commission, which will build a 10,000-square-foot building to house the automated facility and lease it to the government at \$1 a year for 20 years. Commissioning is scheduled for the latter half of 1985.

No Furloughs This Year

Now that it's definite there will be no FAA furloughs in fiscal year 1982, ending Sept. 30, the notices of proposed furlough, issued to employees earlier this year, are cancelled. In order to keep costs down, employees will not receive individual decision letters advising that the furlough has been cancelled. Instead, the Administrator's telegraphic message to all regions, field facilities and Washington headquarters, issued Sept. 10, and this article will serve as official notification.

FAA Gets Special Award

Everyone at FAA was a winner at the Department of Transportation 13th annual awards ceremony in Washington of Sept. 14. The agency received a Special Secretarial Citation honoring all employees who have contributed to the rebuilding of the air traffic control system. It marked the first time a modal DOT agency has been so honored. The silver plaque, presented by Secretary Lewis to the FAA Administrator, was inscribed, "In recognition of all who participated significantly in the strike recovery effort." In accepting it, the Administrator said, "My only regret is that the thousands of FAA employees who earned this citation could not all be here to share this moment."

Correcting FAA World Mailing Addresses

The home address used by the agency to mail FAA World is the same one used for mailing W-2 income tax forms every December. The list normally is canvassed each November but employees should submit corrections when they have a permanent change of station or simply move to a new home in the same community. This will keep FAA World coming on time and also assure that there will be no delay in receiving W-2 forms. Employees should ask their time and attendance clerk for FAA Form 2730-18, "Payroll Address Information," and complete items 1 and 2 only. (Items 3 and 4 are for changing the mailing of paychecks, which may go to a different address such as a financial institution.) The T&A clerk will forward the form to the payroll office for processing into the payroll system.

Eastern Region Expands Special Recruiting Program

The special recruitment program for critically staffed air traffic control facilities now includes the Greater Pittsburgh Airport Traffic Control Tower. The program, begun in April of this year, has been successful in recruiting journeymen controllers to serve in the Chicago and New York enroute centers. The Eastern Region now is issuing a special nationwide Merit Promotion Program Announcement for Pittsburgh ATCT which outlines the benefits that will be extended to candidates who are selected for the two-year assignments. These benefits include an opportunity for successful candidates to choose their assignment at the end of two years and a "no risk" opportunity for individuals to checkout at the tower. If the checkout is not successful, the candidates will merely return to their original facility.

Passing of an Era

After more than 40 years, DC-3 pilot training came to an end at the Aero Center this month. The last class, consisting of Glen Veal, Oklahoma City GADO, and Bryan Carpenter, San Antonio GADO, flew the final training flight in August with FAA Academy instructor Mac Furbush. The training of agency pilots in "Dizzy-3s" which began back in the summer of 1941 in a National Guard hangar on Hobby Field in Houston, was dropped for economy reasons and lack of demand for DC-3 pilots. In the early days pilots checked out in a brand new "three", Nan-14, which was purchased directly from the manufacturer. In 1946--after the end of "The War"--training went into high gear at the Aeronautical Center. From then until the mid sixties, 150 to 200 pilots a month went through the DC-3 course. Nan-14 left the scene years ago, but her place was

taken by Nan-34, which was purchased from the Navy and has been used by the agency ever since the mid-fifties. This was the plane used by the last class.

New Regulatory Concept Proposed by Agency

FAA has taken the first step to implement a new concept in aviation safety regulations known as "Regulation by Objective (RBO)." On Sept. 20, the agency published a notice of proposed rule making that would replace FAR Parts 121 and 135, which govern most commercial flights, with a new Part 120. The basic purpose of RBO is to replace the present detailed rules that specify both safety objectives and the methods for accomplishing these objectives with a more flexible system that would foster innovative methods for achieving desired safety levels. The new Part 120 would incorporate the safety objectives inherent in Parts 121 and 135 but the methods of compliance would be spelled out in advisory circular form rather than in the rule itself. Operators would have the option of changing the method of compliance but all changes would require FAA review and approval. A central FAA office would be responsible for implementing uniform application of RBO throughout the agency and also ensuring that there is no decrease in safety. In addition, public information files will be maintained on general and specific methods of compliance and the public will have an opportunity to comment on changes that may affect the level of safety. The whole subject of RBO--what it is and how it will work--will be covered at a public meeting in the near future. Comments on the proposed rule will be accepted through Jan. 20, 1983.

Tennis Team Captures Drew Lewis Cup Again

For the second year in a row FAA has won the Drew Lewis tennis championship cup. The highly-touted tennis team clinched the DOT championships last week by torpedoing the Maritime Administration in the final match of the season. Team members are now looking forward to the Administrator's victory dinner this fall. Players who took part in the championship match were Fred Gilmore, Lambert Irons, Akira Kondo, John McQuaig, Ed Van Duyne and Mel Yoshikami. In summing up the season, team captain Van Duyne said, that the victory was a team effort and he was personally grateful to all the members who participated.

Bloodmobile Coming

The bloodmobile will be at FAA headquarters Oct. 6 from 9:30 a.m. to 3:30 p.m. in rooms 5 AB&C. The Office of Aviation Medicine reminds all employees that, among other things, blood donations provide platelets to children with leukemia, plasma for burn victims and red cells to combat trauma in accident patients.

Vanpool Riders Wanted

Riders are needed for a vanpool operating from Burke Center/West Springfield via Old Keene Mill Road to FAA. Working hours are 8:30 a.m. to 5:00 p.m. For additional information contact Don Samuels at 426-8590. Riders are also needed for a vanpool from the Columbia, Md., area for the 8:30 a.m. to 5 p.m. shift.

"Dulles 1982" Entries Received

A wide variety of standard, modified and experimental airplanes has been entered in "Dulles 1982", a 400-mile speed-and-efficiency competition scheduled for Oct. 8 and 9 at Dulles International Airport, according to Race Director Jim Redway of the National Aeronautic Association. Entries have come in from all parts of the U.S., and range from tiny custom-built two-seaters, to the latest light twins, to a 50-year old biplane. Organizers hope for a minimum of 25 entries for this first competition. The purpose of this event is to encourage more efficient flying, and the development of more efficient airplanes. Winners will be those with the best combination of speed, fuel economy and payload. Further information, entry blanks, etc., are available from the National Aeronautic Association at 347-2808.

Blacks Honored at NASM

The National Air and Space Museum will open a new exhibition honoring Black aviators in its Pioneers of Flight Gallery on Sept. 23. "Black Wings: The American Black in Aviation" is divided into three parts-- "Headwinds," covering early pioneers and the black flight schools of the 1930s; "Wings for War," spanning the war years 1941-45, and "Era of Change," covering post-WWII to the present.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

Budget Bill Gains

The House has passed the DOT fiscal year '83 appropriations bill by a 268-119 vote. The \$11.2 billion bill has been sent to the Senate which is considering its own bill. If a compromise cannot be worked out and a bill signed into law by Oct. 1, the Department may begin the fiscal year operating under a continuing resolution, as it has in past fiscal years. The House recently approved such a resolution to keep FAA and other government agencies in business for the new fiscal year. The bill is needed because Congress has not yet approved any of the 13 separate appropriations bills for FY 1983.

NTSB Checks ATC System

The National Transportation Safety Board has begun a second indepth investigation of the air traffic control system. This is a follow up to the first investigation last fall which concluded that the system was being operated safely. Board Chairman James Burnett said the second investigation was needed to follow up on concerns expressed in the earlier report, such as controller training, proficiency, workload, stress, and certain management practices. Burnett also explained that the Board will use the same methodology as used (See page 2)

Av. Groups Support Pay Bill

Eleven national aviation organizations representing all segments of the aviation community have urged Congress to approve the pending pay bill for those who operate and maintain the ATC system. Groups representing airlines, general aviation, airports, pilot and others said in a letter to Congress that the pay package is "fair, equitable and long overdue." The letter went on to state, "The legislation recognizes the vital job performed by controllers and related air traffic control personnel and will insure that these men and women are fairly compensated for the work they do." While urging support for current legislation, the groups expressed gratitude for the "professionalism and dedication demonstrated by working controllers and other air traffic control personnel who are serving the nation with loyalty and distinction." They concluded by stating, "The promised benefits are well-deserved and should be promptly approved." The eleven groups are the Aerospace Industries Association, Air Transport Association, Aircraft Owners and Pilots Association, Air Line Pilots Association, Airport Operators Council, General Aviation Manufacturers Association, Helicopter Association International, National Aeronautics Association, National Air Transportation Association, National Business Aircraft Association and the Regional Airlines Association.

Nominations Sought For EEO Awards

The agency's Office of Civil Rights is once again seeking nominations for the Administrator's Award for Excellence in EEO. Employees, supervisors, managers and units may be nominated for these awards. Guidelines on how to actually submit nominations are contained in FAA Order 3450.7D, Paragraph 31. Generally, nominations should be brief, factual, objective and should identify benefits of EEO accomplishments both within and outside of the agency. Selections will be made by an independent panel chosen from the various equal employment opportunity related committees in headquarters. No attempt will be made to allocate awards by location, grade level, sex, race, service or occupation. Nominations are due in the Civil Rights Office by Nov. 1. The 1982 awards ceremony is tentatively scheduled for Jan. 29, 1983.

Fuel Decals Available

Look closely at the fuel filler port on the FAA Citation, N-2, and you'll see a three-by-five inch decal with a black border that says "JET FUEL ONLY." The decal was placed there personally by the Administrator to help the General Aviation Manufacturers Association kick off a campaign to reduce the number of aircraft accidents resulting from use of the wrong fuel. GAMA President Edward Stimpson said the decal project was spawned by several tragic misfueling accidents, including one that claimed the life of the Virginia Aviation Commission chairman after his piston-engined aircraft was loaded with jet fuel. In addition to the jet fuel decal, there also are stickers that say "AVGAS ONLY" and specify the grade of gasoline. GAMA is selling the decals at cost (75 cents per decal). Send check or money order to GAMA

FUEL DECAL, 1025 Connecticut Ave., NW, Suite 517, Washington, D.C. 20036, and specify the kind and grade of fuel.

System Check (From page 1)

in the earlier ATC study. Investigators plan to visit about 40 ATC facilities. Findings and recommendations of the investigators are expected to be available in early 1983.

Merit Pay Delayed

The President has approved FAA's request for continued exclusion from the Federal merit pay system. This means that the merit pay implementation date has been pushed back another year, from October 1982 to October 1983. However, the postponement does not affect the statutory requirement that supervisors complete written performance appraisals for all merit pay employees. These were due Sept. 1. Until further notice, merit pay employees will continue to receive within grade pay increases. However, the Office of Personnel Management has indicated that such increases should be terminated at the end of March 1983 to insure that the merit pay fund is fully funded for the October 1983 payout. Approval of the one-year deferral also means that merit pay employees will be eligible for quality step increases and sustained superior performance awards for accomplishments during the July 1981-June 1982 period. These had been frozen because the agency anticipated its first merit pay disbursement would be in October 1982. Additional details may be found in Notice N 3400.21 which has been distributed to all supervisors.

Justice, FAA Fight Curfew

The Department of Justice, at the request of FAA, has filed suit against the State of New York to stop the state from imposing a nighttime curfew at Republic Airport, which serves as a reliever for New York's JFK International and LaGuardia airports. The curfew, which went into effect Sept. 19, closes the airport to all aircraft each night between 11 p.m. and 7 a.m. In the suit, the Department of Justice and the agency are contending that the state's imposition of the curfew is preempted by Federal authority over aircraft operations and aircraft noise abatement. Justice and FAA also contend that the state legislation unconstitutionally conflicts with the Federal interest in airport development and in the regulation of the nation's airspace.

New FAA World in Mail

According to the new FAA World, the agency's electronic technicians "are leaving the FAA Academy these days schooled in a new technology and anxious to move into the 21st century." What that means is that the ETs are saying good-bye to the vacuum tube and hello to solid-state and microprocessor-controlled electronics. FAA World has the story along with a fascinating account of an inflight emergency that earned the crew one of civil aviation's highest awards and the personal congratulations of the FAA Administrator. Also featured is the Scottsdale (Arizona) GADO and an ET in New Orleans who pilots a boat for the agency instead of an airplane. Readers also will find a list of "do's and don'ts" to bear in mind during current political campaigns, as well as the regular features.

Montreal/Mexico Jobs Open

The International Civil Aviation Organization has jobs open in Montreal and Mexico City. Montreal positions include a Field Operations Section Chief, (PC-16/82) where working knowledge of French is essential; a technical officer, OPS/AIR (PC-19/82); and a purchasing/administrative officer, (PC-20/82). Salary for the first job is \$48,661 with a tax-free net of \$30,776 to \$33,318; for the second, it is \$38,167 with a tax-free net of \$25,672 to \$27,612; and for the third, \$30,518 with a tax-free net of \$21,600 to \$23,104. The Mexico City opening is for an ICAO representative (Spanish), (PC-18/82). This position carries a gross salary of \$55,919 with a tax-free net of \$33,998 to \$36,939. Applications for PC-16/82 and 18/82 are due in API-19 by Oct. 19. For the other positions, applications are due by Oct. 29. Additional information about salary, duties, applications, qualifications and benefits is available in personnel offices.

ATC Pioneer Dies

Glen A. Gilbert, 69, the agency's first Air Traffic Chief, died of pneumonia Sept. 15 in Washington, D.C. He was manager of the Chicago station (predecessor to the Chicago Center) when it was taken over by the Federal government from the airlines in 1937. He subsequently was promoted to chief of the newly established Air Traffic Control Section of the Bureau of Air Commerce. His book, "Air Traffic Control--The Uncrowded Sky," published by the Smithsonian Institution Press, was one of the first ATC books. He leaves a son, Gordon, of New York City.

Executive Seminar Pays Off

A group of FAA executives who attended the first session of an intensive management seminar at the Management Training School in Lawton, Okla., has come back with high praise for MTS staff and the contents of the three-week supervisor's course designed to further the agency's human relations program. The executives took a 3-day overview of the MTS program, concentrating on the three initial courses which are required for supervisors and managers. Before the seminars conclude, every top-level FAA manager is expected to attend one. "The course provided me with a comprehensive review of the full MTS program and gave me an increased awareness of the executive's responsibility for management training," said Homer "Mac" McClure, Director of the Western/Pacific Region. Ed Kennedy, (Acting) Deputy Director of the newly established Program Engineering and Maintenance Service, said, "I enjoyed it. It was needed to get top level management exposed to the concerns and experiences of middle management level people." The Administrator directed FAA executives to take the course, so they could become more familiar with the MTS program and, therefore, have a better understanding of the program's importance to FAA front-line supervisors. Participants in the three day seminar found themselves taking a number of self-evaluation, management-style tests designed to increase their awareness about the type of managers they are. Discussions on the results of this testing emphasized the need for a greater attention to the human factors in furthering the agency's human relations goals. Bill Plissner, the agency's Budget director said he was "especially pleased to see that we are trying to develop insight into FAA management and supervisory relationships with our people, and not trying to teach FAA doctrine."

He added, "I would like to see more interaction between management and workforce, perhaps even in the course itself, to incorporate the real world as it exists." Wayne Newcomb, assistant chief of the ATC Automation Division, said the course was "a good step in getting where we want to go and provided us with a flavor of what we're telling our people about management philosophy."

Ground School Planned

The FAA Flying Club will conduct a Private Pilot ground school Monday and Wednesday evenings from Oct. 4 through Nov. 17 in FAA headquarters. For additional information about either the ground school course or the flying club, contact Tom Williamson, ext. 60986

Causey is Coming

Mike Causey, the Washington Post's "Federal Diary" columnist for the past 12 years will be the featured speaker at the Federally Employed Women (FEW) luncheon at the Flagship Restaurant on Oct. 12. Causey will discuss "The Changing Federal Workforce." The luncheon is set for 12 noon with a cash bar opening at 11:30 a.m. Cost will be \$9.50. The deadline for reservations is Oct. 8. The contact in FOB-10A is Nancy Blagg Kalinowski, ext. 68560, and in the Nassif Building Judy Lott, ext. 60870.

Needs a Ride

FAAer needs a carpool/vanpool ride from Columbia, MD, area, hours 8:30 to 5 p.m. Call George Maxwell, ext. 63140.



U.S. Department
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**Federal Aviation
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Headquarters Intercom

The News in Brief

o The four percent pay raise for Federal civilian employees recommended by the President automatically goes into effect on the first day of the first pay period in October. Congress had until Sept. 30 to veto the proposal but took no action. The additional money will show up in pay checks received on or about Oct. 26. See page three for a chart of the new pay scale.

o The New England Region has presented heroism awards to two crewmen and one passenger of a commercial flight that had a cockpit fire and crash-landed on a frozen reservoir in Scituate, R.I., Feb. 21, 1982. Pilgrim Airlines Capt. Thomas N. Prinster and First Officer Lyle W. Hogg were both severely burned when they stayed at the controls of the deHavilland Twin Otter to make the emergency landing. Passenger Harry R. Polychron, an off-duty flight engineer for USAir, "took control" in the cabin, preventing panic and knocking out some windows to vent the thick black smoke. Eleven of the 12 people aboard the plane survived.

o The new president-elect of the Air Traffic Control Association is FAA's own Quentin S. Taylor, director of the Office of International Aviation and former Deputy Administrator (1977-1981). Taylor will serve as president-elect for two years, holding (See page 2)

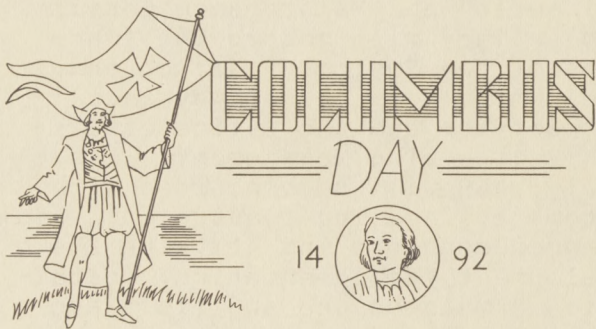
ADL Reorganization Okayed

The Administrator's reorganization of the agency's engineering and system acquisition functions has been approved by Transportation Secretary Lewis and is scheduled to take effect on Oct. 4. The major changes in the reorganization involve the creation of a new Associate Administrator for Development and Logistics and establishment of two new operating services, the Systems Engineering Service (AES) and the Program Engineering and Maintenance Service (APM). They will absorb the functions of the Systems Research and Development Service, Airway Facilities Service and the Office of Systems Engineering Management. Essentially, AES will be concerned with systems engineering requirements and advanced concepts and APM with the development, implementation, installation, maintenance and field support. The third organizational element reporting to the Associate Administrator for Development and Logistics, the Technical Center in Atlantic City, will in addition to its primary test and evaluation function provide engineering support for the technical programs. The reorganization also provides for the establishment of three ADL staff functions--the Program Review and Analysis Staff (ADL-10), Evaluation Staff (ADL-20) and the Technical Liaison Staff (ADL-30). Another switch involves changing the name of the Logistics Service to the Acquisition and (See page 2)

News Briefs (From page 1)

down a post on the ATCA Board of Directors, and then will move automatically into the top job in October 1984 for a two-year term. Other FAAers elected to two-year terms as ATCA area directors are Daniel J. Hamilton, a planning officer at the Technical Center, and Edward Couch, an air traffic specialist in the Western-Pacific Region headquarters.

o FAAers who have always dreamed of owning an ermine coat for themselves or their spouse might keep an eye on the bid sheets for the next opening at the Gulkana, Alaska, flight service station. Gulkana FSS Manager Timothy Rahmn reports that ermine abound around his facility and one recently invaded the station itself. "It ran all over the FSS looking in all the corners and smelling everything," he noted. "It was just as curious about us as we were about it."



Slot Lottery Run Again

More than 200 domestic air carriers participated the slot allocation session staged by FAA and the Air Transport Association Sept. 28-29 in Washington, D.C. Of the 1,558 slots available for the December 15-Feb. 14 airline schedule period, 859 were allocated at the 21 "pacer" airports and 20 domestic enroute centers. The NFL-type selection process went without a hitch, according to the Office of Aviation Policy and Plan, which oversees the operation.

Another 767 Certificated

The agency has certificated a second version of the Boeing 767--this one equipped with General Electric CF6-80A engines. Northwest Mountain Region Director Charles Foster presented the type certificate to the Boeing Company on Sept. 30, just two months after performing a similar chore for the 767 equipped with the Pratt & Whitney JT9D-7R engines. Boeing has orders for 173 of the new twin-engine jets and they are split about equally between the P&W and G.E. versions.

Reorganization (From page 1)

Materiel Services, but it will retain its ALG designation and continue to report to the Associate Administrator for Administration. The top positions in the new organizational structure will be filled on an acting basis by the following individuals:

* Associate Administrator for Development and Logistics--A.P. Albrecht, formerly Associate Administrator for Engineering and Development. Albrecht's deputy is Frank L. Frisbie, formerly Logistics Service Director. Albrecht also has a deputy for engineering, Neal Blake, who was his deputy in the Engineering and Development Office.

* Director of the Systems Engineering Service is Gerald Thompson, previously Director of Airway Facilities. His deputy will be Leland Page, formerly manager of the ATC Automation Division in SRDS.

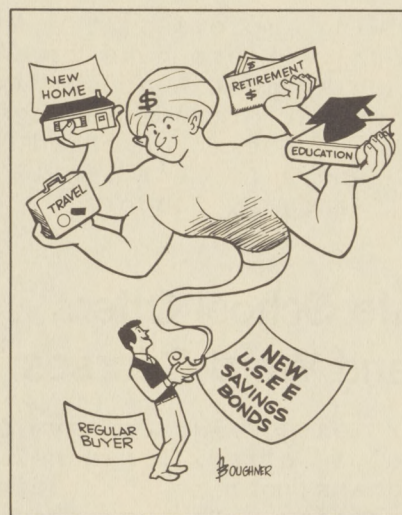
* Director of the Program Engineering and Maintenance Service is Martin Pozesky, who used to be the Deputy Director of SRDS. The number two job will be filled by Edmund Kennedy, formerly deputy in Airway Facilities.

* The three ADL staff posts will be filled by William Allen, (ADL-10), Robert Wedan, (ADL-20), and S.B. Poritzky, (ADL-30).

The Way We Were

Forty years ago this month (Oct. 1, 1942), the first U.S., jet-propelled aircraft, the Bell SP-59A, was flown at Muroc,, Calif., with Robert Stanley at the controls. The plane now is on display at the National Air and Space Museum in Washington, D.C....Thirty-five years ago (Oct. 18, 1947), CAA announced that flight recorders, registering altitude and vertical acceleration, would be required by June 20, 1948, on all U.S.-flag aircraft engaged in scheduled operations....Twenty years ago this month the Salt Lake City enroute center's new building was commissioned, and the agency completed the consolidation of the Pittsburgh and Cleveland centers at Cleveland under the center consolidation program. Also on Oct. 21, 1962, the Civil Aeromedical Research Institute's new \$8.5 million building at the Aeronautical Center was dedicated....Ten years ago (Oct. 7, 1972), President Nixon signed the Noise Control Act of 1972 into law. The law defined the respective roles of FAA and the Environmental Protection Agency (EPA) in the control of aircraft noise. EPA's role was to recommend noise standards to FAA; FAA, in turn, was to consider the EPA recommendations and determine for itself whether they were

consistent with safety, economically reasonable, and technologically practicable....Five years ago (Oct. 17, 1977), the U.S. Supreme Court upheld a lower court ruling that the Port of New York Authority had been "unreasonable and discriminatory" in its treatment of the Concorde, bringing to an end a long dispute over the Concorde's landing rights and clearing the way for scheduled Concorde service into New York.... One year ago (Oct. 2, 1981), FAA awarded two contracts to E-Systems to produce the computer systems for the agency's national network of automated flight service stations.



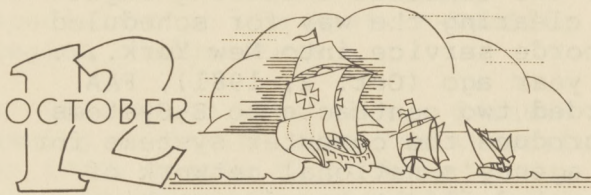
New Oct. 1982 Pay Scale

	1	2	3	4	5	6	7	8	9	10
GS-1	\$ 8,676	\$ 8,965	\$ 9,254	\$ 9,542	\$ 9,831	\$10,000	\$10,286	\$10,572	\$10,585	\$10,857
2	9,756	9,987	10,310	10,585	10,703	11,018	11,333	11,648	11,963	12,278
3	10,645	11,000	11,355	11,710	12,065	12,420	12,775	13,130	13,485	13,840
4	11,949	12,347	12,745	13,143	13,541	13,939	14,337	14,735	15,133	15,531
5	13,369	13,815	14,261	14,707	15,153	15,599	16,045	16,491	16,937	17,383
6	14,901	15,398	15,895	16,392	16,889	17,386	17,883	18,380	18,877	19,374
7	16,559	17,111	17,663	18,215	18,767	19,319	19,871	20,423	20,975	21,527
8	18,339	18,950	19,561	20,172	20,783	21,394	22,005	22,616	23,227	23,838
9	20,256	20,931	21,606	22,281	22,956	23,631	24,306	24,981	25,656	26,331
10	22,307	23,051	23,795	24,539	25,283	26,027	26,771	27,515	28,259	29,003
11	24,508	25,325	26,142	26,959	27,776	28,593	29,410	30,227	31,044	31,861
12	29,374	30,353	31,332	32,311	33,290	34,269	35,248	36,227	37,206	38,185
13	34,930	36,094	37,258	38,422	39,586	40,750	41,914	43,078	44,242	45,406
14	41,277	42,653	44,029	45,405	46,781	48,157	49,533	50,909	52,285	53,661
15	48,553	50,171	51,789	53,407	55,025	56,643	58,261	59,879	61,497	63,115
16	56,945	58,843	60,741	62,639	64,537	66,435	68,333	70,231	72,129	
17	66,708	68,932	71,156	73,380	75,604					
18	78,184									

NOTE: Notwithstanding the salary rates shown, the maximum rate of basic pay legally payable to employees under this schedule may not exceed the rate payable for level V of the Executive Schedule, currently \$57,500.

Upward Mobility Lunch Set

A luncheon for FAA headquarters Upward Mobility Program participants is scheduled for Oct. 15 at Hogates. Deadline for reservations is COB Oct. 13. Participants who have not been contacted should call Cathy Bracy, ext. 68916, ASAP.



Awards and Rewards

The following employees at Washington National Airport have received Special Achievement Awards, based on Outstanding Performance Ratings: Leonard M. Hurlocker, Richard A. Kuzniar, Sandra L. Laird, William D. Schlegel, Randy A. Souders.

Graduate School Offers Legal and Word Courses

The Department of Agriculture Graduate School is offering two new daytime programs: paralegal studies and word processing. Because these programs are short, comprehensive and inexpensive, they cater specifically to the individual seeking a career change and to women re-entering the work force. Beginning courses in both programs are scheduled in the near future. For additional information call 447-7124.

\$\$\$ Seminar Scheduled

The second session of the Investment Seminar series is scheduled for noon, October 7 in conference room 5AB.

DOT Women's Week Features FAA's Marshall and Reyna

DOT is celebrating its first Federal Women's Week, Oct. 4-8, with a series of activities built around the theme "Women Are...." FAA's Era Marshall and Wanda Reyna are featured on the second day, Tuesday, Oct. 5, in a panel discussion on "The Relationship Between Personnel and EEO. Marshall, who is the agency's Federal Women's Program Coordinator, will serve as the moderator and Reyna, who is manager of APT's Special Emphasis Personnel Programs Staff, will be a panelist. Starting time is 2 p.m. in room 4234 of the Nassif Building. DOT Women's Week will kick off at 10 a.m., Monday, Oct. 4, with remarks by Transportation Secretary Drew Lewis and other activities in Nassif room 2230. On Oct. 6, there will be a triple film feature beginning at 10:30 a.m. in Nassif room 4234 with a "networking" workshop scheduled for 11 a.m. on the following day in the same room. The grand finale is a Fort McNair Officer's Club luncheon at 11:30, on Friday, Oct. 8. The contact for more information is Mary Daniels on ext. 63574.



Save-Paper Drive Delayed

The new GSA paper recycling program, announced in the June 28 Intercom, has been delayed. GSA is asking headquarters employees to suspend all actions on the "Source Separation for Materials Recovery Program," pending further notification. They're saying, "Don't call us; we'll call you."

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U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

The News in Brief

o Congress recessed for the elections in the early morning hours of Oct. 2 after passing a "continuing resolution" that will keep the paychecks coming for Federal workers at least until Dec. 17. The continuing resolution was required because Congress has passed only one of the 13 appropriations bills to fund government operations in Fiscal Year 1983, which began Oct. 1. But these appropriations bills will be the primary order of business when Congress returns for an unusual post-election session on Nov. 29. Among those yet to be approved is the DOT/FAA money bill, which has passed the House of Representatives but not the Senate.

o Acting on a suit by FAA and other aviation interests, a Federal judge in Albany has prohibited the state of New York from imposing an 11 p.m. to 7 a.m. curfew at Republic Airport on Long Island. The preliminary injunction prohibiting the curfew was sought by Beechcraft East, which joined FAA in the suit against the state government. According to FAA lawyers, this is the first step in the legal process of finding the curfew legislation invalid. In the original suit, FAA contended that the legislation unconstitutionally conflicted with the Federal interest in airport development and in the regulation of the nation's airspace. (See page 2)

ATC Pay Package Passes Congress

Immediately after Congress passed the ATC Pay Bill, which was essentially the same as the one proposed by FAA last November, agency personnel specialists, computer experts and accountants went into high gear to get the current, as well as the retroactive pay, into employees pockets as soon as possible. The task is a monumental one which involves reprogramming the payroll system and scrutinizing thousands of individual pay records. When a schedule for payment of the various benefits is available, it will be published in Intercom. In a telegram to the field following passage of the legislation, the Administrator said, "There has never been any doubt in my mind that the air traffic control specialists, technicians, engineers and others covered by the bill have been deserving of this pay raise. Their dedication to the American people during this period of rebuilding... is in the finest tradition of service to your country." The law provides premium pay equal to five percent of basic pay for employees directly involved in or responsible for the operation or maintenance of the Air Traffic Control System, retroactive to Aug. 3, 1981. Encompassed by the legislation are air traffic control specialists and their supervisors in centers, towers, and flight service stations classified not lower than GS-9; airway facility (See page 2)

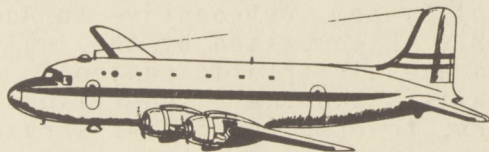
First Woman Named To Manage Center

Jacque "Jackie" Wilson goes for firsts. The first woman to be deputy manager of an enroute center, she's now set to become the first manager. On Oct. 31, she will transfer from the deputy's job at the Cleveland Center to her new post as manager of the Boston Center. She began her FAA career as a controller at the Los Angeles Center in 1968 after three years of controller experience in the Navy. By 1977, she had become a team supervisor and two years later moved on to air traffic specialist jobs in the Western and Great Lakes Region headquarters. Wilson was the subject of a feature article in the June issue of FAA WORLD. In it, Don Enders, manager of the Cleveland ARTCC, said, "She has a rare ability to listen to what a person has to say, follow through on it and come back with an answer and the rationale for it."

Pay Bill

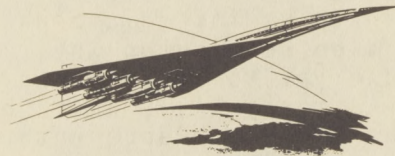
(From page 1)

sector employees not lower than GS-9 or WG-10 and flight inspection crew members classified not lower than GS-11. Also encompassed are flight test pilots not lower than GS-12 whose duties are determined by the Administrator to be unusually taxing mentally or physically, and to be critical to the advancement of aviation safety. The Administrator will make the final determination on employees to be covered within each of these occupations. The bill also removes limitations on premium pay, which means that employees receiving operational responsibility differ-



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ential will be exempt from the aggregate limitations on overtime and other premium pay. Other changes provide for an operational currency differential of 1.6 percent for staff and supervisory controllers who maintain operational currency when their positions do not require them to do so; a ten percent on-the-job training differential for controllers who conduct the training; premium pay for loss of meals; and pay for controller trainees receiving more than 40 hours of training during a week. The bill also makes it possible for civil service and military personnel who retired before Aug. 3, 1981, to accept ATC positions without a reduction in their salaries. This provision expires Dec. 31, 1984. Lifting the cap on premium pay, operational responsibility differential pay and pay for reemployed annuitants and military retirees will be retroactive to Aug. 3, 1981. Other provisions were effective Oct. 3.



Second AFSS Started

The second ground-breaking ceremony for an automated flight service station (AFSS) took place Oct. 8 at Sikorsky Memorial Airport in Connecticut. The FAA Administrator, who was the principal speaker at the event, praised the unique partnership between the Federal and local governments that made the project possible. The City of Bridgeport is building the station and will lease it to FAA. The building is scheduled to be completed by July 1983 and will be fully operational with new computer-based equipment by the spring of 1985.

Airport Office Does it Again

For FAA's Office of Airports, the recent passage of the Airport and Airways Improvement Act of 1982 wasn't all good news. It meant that the office was suddenly faced with the rather herculean task of allocating \$450 million in Airport Improvement Program (AIP) funds authorized for FY 1982 in less than a month. Associate Administrator for Airports William Shea said they could do it, noting that last year they were faced with a similar situation and managed to place over 600 projects under grant in less than six weeks. As it turned out, he was right. By Sept. 30, the end of the fiscal year, the necessary grant agreements were executed. Actually the final tally of obligated funds was \$405 million in a total of 648 grants, but this was only because technicalities within the bill precluded funding the full \$450 million. Of the amount obligated, approximately one half went for improvement projects at the nation's 295 primary airports; \$45 million went to reliever airports, including five new relievers at Fort Worth and El Paso, Tex., Denver, Colo., Phoenix, Ariz., and Nashville, Tenn.; about \$60 million went to general aviation airports; and \$37 million was obligated for projects designed to assure noise compatibility around airports.

Montreal Jobs Open

ICAO has a pair of two-year job openings in Montreal. One is a Russian language officer, interpreter/translator, (PC-21/82), that pays \$30,518 with a tax-free net of \$21,600 to \$23,104. The other is a chief, Spanish section, (PC-22/82). It pays \$48,661 with a tax-free net of \$30,776 to \$33,318. Applications are due in API-19 by Nov. 8. Information about duties, salary, qualifications, applications and benefits is available at personnel offices.

Tower Enroute Grows

The Tower-Enroute Program, expanded after the strike as part of the ATC recovery program to alleviate the workload at certain hard-hit enroute centers, has been expanded even further. It now includes 177 approach control facilities, up from the 135 facilities that were included in the expanded program when it was implemented in January, and about 100 facilities that were providing tower-enroute service before the strike. The program now also includes 1,903 published routes compared to the January level of 1,386. The program is designed primarily for flights at 10,000 feet and below between adjacent terminal areas. By flying these routes, pilots never enter center airspace. Besides helping out with the recovery program, tower-enroute control will continue to be part of the ATC system after it returns to normal to provide users additional access to the system and greater choice of routes.

Health Premiums Rise

The Office of Personnel Management announced last week that the regular Federal Employees Health Benefits open season will be held on schedule this fall from Nov. 22 to Dec. 10. At the same time, OPM announced that the average premium paid by all enrollees will increase by 24 percent. This means that employees carrying Blue Cross/Blue Shield high self will pay an additional \$4.62 and those with high family an additional \$12.73 per pay period. High self in Aetna goes up \$6.30 and high family \$11.22; AFGE Health Benefit, high self up \$3.03 and high family up \$7.32; Alliance, high self up \$1.95 and high family up \$6.85. These four large carriers are typical of across-the-board increases. During open season all figures will be available and employees will be able to switch to health plans most advantageous for them.

Deer KO's FAA Artist

People have been running over deer for decades on the nation's highways and now it looks like the deer are striking back. At least that's one explanation of what happened to FAA World art director Eleanor "Lennie" Maginnis on a recent visit to West Point, N.Y. Lennie was strolling with friends on the Academy grounds near the football stadium when a deer, apparently frightened by crowds, struck her from the rear at full gallop, knocked her up over its back, and then continued on, leaping a wall and vanishing from view. Fortunately, the deer was an antlerless female so Lennie's injuries were confined to bumps and bruises. But she never saw what hit her and must have picked herself up off the ground wondering if anyone had gotten the license number of the truck.

Hook Wins Speech Contest

Winner of the FAA Toastmasters Club humorous speech contest held at noon Oct. 5 was Thomas S. Hook, of the Office of Public Affairs. Hook spoke on the topic, "Take a Fabulous Vacation." The talk espoused the delights of spending two weeks painting one's house. He will represent the club Saturday, Oct. 16, in a similar contest at 11:30 a.m. at the Holiday Inn in Rosslyn, Va.

Riders Needed

Van from city of Fairfax to FOB-10A has several vacancies for employees with 8:30 a.m. to 5 p.m. schedules. Cost is \$54 per month. Call Bill Hunt, x68034. Van from Springfield, Va., originating on Old Keene Mill Road and Hanover Street at 8:00 a.m. is looking for riders. Van departs HUD parking lot at 5:20 p.m. For more information call George Lugo, x68555.

CFC Kickoff Features Former Basketball Star

Washington Bullets vice president Wes Unseld, the former team captain, most valuable player and rookie of the year, will be the Combined Federal Campaign guest speaker at the kickoff rally in the third floor auditorium of FOB-10A at 11:30 a.m., on Oct. 14. Key workers and all interested persons are invited to hear the man who led the Bullets to a world championship and see the CFC film, "Reaching Beyond."



Parking Fees Down Again

For the second time in three months, fees for parking in all DOT facilities--FOB-10A, the Nassif Building and Transpoint--have been reduced. Effective Oct. 1, monthly parking fees dropped from \$12.50 to \$10.85 per month for all customers including vanpool operators. The previous reduction occurred July 1 when fees were cut from \$14.00 to \$12.50. Permit holders who paid \$12.50 for October or November should reduce their December payment by \$1.65 for each month they overpaid.

ATA Names Lally New Security Director

Richard Lally, former director of FAA's Office of Civil Aviation Security, has been named director of security for the Air Transport Association. He stepped into the job Oct. 4 and says he will continue to work hand-in-hand with agency security officers.



U.S. Department
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*Position
Only*

Headquarters Intercom

Controller Register Opens

The register for air traffic control specialists will reopen Nov. 8, with applications for positions at GS-7 and GS-9 in towers and centers being accepted through Nov. 30. Moreover, as a result of the recent OPM concurrence on an FAA request, applications from individuals between ages 31 and 35 with prior experience in certain air traffic control or air traffic control related functions will be accepted.

Applicants without this experience must be under 31 at the time of appointment. All applicants must meet experience and/or education requirements and pass a written test as well as a rigid physical examination before appointment. Job announcements, application forms, and a list of test locations are available from the nearest Office of Personnel Management Federal Job Information Center after Nov. 7. Information will also be available on a toll free number: 800-368-5884. In the Washington, D.C., area, call 484-9238.

Administrator Speaks Up For the ATC System

The news media should exercise greater discretion and better judgment in reporting alleged morale and other problems in the air traffic control system, the Administrator told a Washington audience last week. "I am clearly not saying we don't have problems in some facilities," he said. "This is a vast organization and there are undoubtedly some cases, just as there are cases of controllers working more than 48 hour weeks despite my orders to the contrary." However, he added, "reports are grossly exaggerated that our controllers are unable to get leave, or that most are working six-day weeks. Equally, the stories written to reflect an air of mostly discontent just don't represent the facts." He pointed out that these stories quoted the negative comments and ignored the positive statements of other controllers who had been interviewed. Speaking before the National Aviation Club, the Administrator cited specific examples of controllers who were proven to have misrepresented the amount of overtime they had worked and their inability to take leave. "But despite the facts that show without question these people did not tell the truth, the media still seeks them out for quotes and interviews," he said. "It seems to me that when allegations are proven to be flat out misrepresentations, it's not enough for the media just to give the FAA's (See page 2)

NOVEMBER



ATC System

(From page 1)

version of the facts, as verified by payroll records, but it's time for reporters finally to decide not to print the obvious falsehoods. It's time to stand up and say 'no more. I've been bamboozled once too often and I'm not going to have it happen again.' It's time to report facts, not claims." At the same time, the Administrator acknowledged that the media can play a useful role in the rebuilding of the ATC system. "I welcome the media to continue to look at us hard, and to point out our deficiencies where they are found," he said. "I expect to be held accountable for my actions and decisions to restore this system to what it was before the strike and good, accurate and balanced reporting is one tool that I can use to alert me to problems."

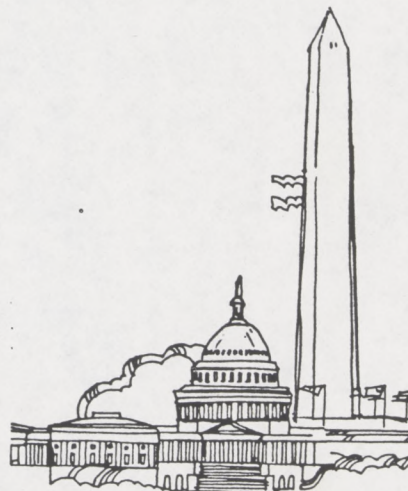
FDP Position Permanent

Air Traffic Service has announced that the flight data processor position in center and terminal air traffic control facilities has been made into a permanent position. Since a number of FDPs who are between the ages of 31 and 35 are now expected to apply for controller positions, the agency is anticipating the need for additional FDPs and is opening the FDP announcement, at GS-7. The temporary positions, which were largely filled by furloughed pilots, was originally established shortly after the air traffic controller strike drastically cut the number of ATCSs on the rolls. For these permanent positions, no written examination is required. Applicants should submit a current Standard Form 171, Personal Qualifications Statement as well as an OPM Form 1170/62, Supplemental Qualifications Statement for Flight Data Processor, available at OPM Job Information Centers. When

this form is completed, it should be sent to the FAA Special Examining Division, AAC-80, P.O. Box 25082, Oklahoma City, Okla. 73125.

FAA Makes Friends

"From here on out, you have a friend," the father of a student pilot who got lost on his first solo, recently wrote to the agency. The 17-year old pilot had gotten lost near Wheeling, W.Va., and decided to radio Pittsburgh Approach Control for help. Controllers there vectored the young pilot to the Wheeling airport where he landed, safe but shaken. He was met by Wheeling tower manager, Howard Neely, who took the time to sit down with the young man over a cup of coffee to calm him down and reassure him. Neely also called the father to let him know his son was okay, then kept the young pilot at the airport for an hour until he was convinced that he was settled enough to fly again. When the young man returned to his home airport without any problems, he told his father he had met a "fine gentleman." We agree.



New Law Says Pay Up

The Federal government now has to pay a penalty charge if it doesn't take care of its bills on time. That's a practice most of us are familiar with as individuals, but the government didn't have to worry about it until Oct. 1, when a new law, the Prompt Payment Act, went into effect. Until then, the most a vendor could expect for late payments was an apology. The new interest penalty, currently running about 15 percent annually, the new interest penalty is charged to the organizational unit which ordered the supplies or services. So, in the interest of saving face as well as money, the Office of Accounting urges employees to submit receiving reports and certificates of acceptance to their servicing accounting office promptly.

MSPB Hearings Pass Halfway Point

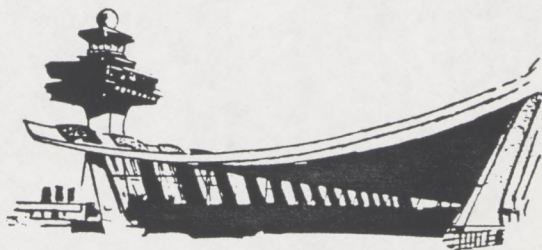
The Merit Systems Protection Board has completed hearings on more than half of the 10,898 appeals filed by air traffic controllers who were fired for participating in an illegal strike against the government. As of October 18, MSPB had wrapped up hearings involving 5,796 of the fired controllers. However, only 315 decisions have been handed down by the MSPB hearing officers with 290 sustaining the removal. These "initial decisions," in turn, have resulted in 48 petitions for review by the full Board with nine final decisions, all supporting removal. The government's position also has been upheld in 456 appeals which did not go to hearings but were dismissed for reasons other than merit. The MSPB is shooting to complete all hearings by the end of January 1983.

Airport Task Force Named

The agency's Chief Counsel, J.E. (Sandy) Murdock III, and the director of the Metropolitan Washington Airports, James A. Wilding, have been named to the special task force appointed by DOT Secretary Drew Lewis to study the problems of allocating use of airport facilities. The 24-person task force, which was recently authorized by Congress, is headed by Dan McKinnon, Chairman of the Civil Aeronautics Board (CAB), and includes airport operator and airline operator representatives as well as state and federal officials and consumers. Specifically, the task force will study such problems as allocating airport gates and ticketing and terminal space. A report of its findings is due to be submitted in about five months. This task force should not be confused with the Airport Operators Council International (AOCI) task force which recently briefed the FAA Administrator on its findings on airport capacity improvement and delay reduction.

September Saves

A total of 77 flight assists were reported during the month of September. Flight service stations were responsible for 39 of these while terminal facilities accounted for 25 and centers handled 13. There were 144 persons on board the aircraft involved.



Open Season Coming

An open season, during which eligible Federal employees may enroll or change enrollment to a new Federal Employees Health Benefits plan, will be held from Nov. 22 to Dec. 10. Under open-season regulations, any eligible employee who is not currently registered may enroll, and an enrolled employee may change from one plan or option to another, or from self only to self and family, or any combination of these. However, employees who do not wish to make a change, need not take any action during this open season.

Airway Facilities Clerk Honored by Administrator

Bettina Brown, a word processing operator in the Airway Facilities Division, Western/Pacific Regional headquarters, has been named FAA's Handicapped Employee of the Year. She was honored by the FAA Administrator who presented the award to her personally while he was on a recent visit to the West Coast. Brown joined the agency in November 1980. She was also honored recently by her community and the Academy of Television Arts and Sciences for participating in and writing handicapped awareness films and for forming groups for handicapped persons. A cerebral palsy victim, she experiences involuntary movement and a speech impairment.



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

Headquarters Intercom

The News in Brief

● OPM has concurred with DOT's proposal to raise the age limit on controller hires from 30 to 35 for certain individuals with controller or related experience. This change would apply until Dec. 31, 1984.

Experience which would qualify an individual for this exception from the 30-year-old rule is limited to:

* Individuals with IFR controller experience who have received ATC certification in accordance with FAA standards

* Individuals with experience in flight-service station operations

* Pilots with 100 hours of IFR time and either an air transport rating or commercial license with instrument rating.

* A special additional category was also included for certain military air traffic controllers who are or have been qualified and certified on radar air traffic control positions in an FAA facility. These individuals may receive individual exceptions above age 35.

Additional information will be available in the near future.

● The National Transportation Safety Board expects to initiate a study this month of FAA's airport certification requirements. The Board said the study will cover a "select group of U.S. airports, including Washington National." The other locations have not been determined as yet.

(See page 2)

Human Relations Specialists All Now on Board

The agency program to improve management-employee relationships has taken another major step forward with the appointment of human relations specialists in each of the nine regions as well as the Aeronautical and Technical Centers and headquarters. The 12 specialists represent a range of experience in the employee relations field, with a number heading up their own consulting firms before signing on with FAA. All but one was recruited from outside the agency. Included in the group are seven males and five females. All the recently hired specialists will get together in Washington November 14-16 for a "Human Resource Orientation Meeting." The 12 human relations specialists appointed are:

● Aero Center: A management educational and organizational consultant from Southwest Telephone, Susan R. Yoselow, was one of the first specialists to be named.

● Northwest Mountain: Judith E. Pierce is an expert in human resource programs and has worked as a researcher, supervisor and manager with various Seattle organizations.

● Alaska: James R. Mitchell worked with the United Nations as a senior consultant in leadership and organizational innovation programs. (See page 2)

Human Relations (from page 1)

- Central: Edward W. Scaggs, who was briefly a college instructor, comes to the agency after setting up his own company and working as a human relations and communications consultant.
- New England: A Harvard professor and Radcliffe lecturer, Anne Harlan has in-depth academic and research experience in the fields of human relations and communications.
- Southern: A personnel research psychologist, James O. Boone is currently chief of the Personnel Systems Analysis Section at the Aero Center.
- Western/Pacific: Head of her own consultant company, Elizabeth M. Kirkhart provides consultation and training services in management and organizational development to the public and private sectors.
- Southwest: President of his own firm, Clarence W. Von Bergen provides consultation in a diverse number of human resource activities.
- Technical Center: Louise A. Eberhardt was a college professor, teaching courses in social psychology and sociology.
- Great Lakes: A self-employed consultant, Donald E. Saballus, provided organizational development and specialized training services to his clients.
- Eastern: Dr. Jerome Berlin actually was the first person named to a human relations post and his appointment previously was announced in Intercom. He combines academic experience with practical knowledge gained as head of his own company and for a time served as consultant to the Israeli Air Force.
- FAA Headquarters: The last specialist to be named was John J. McNeil, Jr., who comes to the agency from a civilian position with the Army where he developed major management programs.

News Briefs (From page 1)

The Board is shooting for completion of the study in mid-April but cautioned that this schedule is highly dependent on the number of issues addressed.

- Gladys Morrison of Prescott, Ariz. has been named instructor of the year and James R. Saffley of St. Louis has been picked as maintenance technician of the year in an FAA-industry sponsored competition. Saffley began his aviation career as a mechanic's helper in 1959 and worked up through the ranks to his present position as vice president, technical services, Mid-Coast Aviation, Lambert Field, St. Louis, Mo. Morrison, who has over 20,000 flight hours, sustained a 97 percent pass-rate of her students in FAA flight tests during the year. The regional instructor and maintenance technician of the year winners were selected by FAA, the national winners by a host of organizations, including GAMA, AOPA, EAA, NBAA, and NATA.

Dulles Terminal Cited

By honoring architect Eero Saarinen in a recently issued "outstanding architecture series" stamp, the U.S.



Post Office has also honored the Dulles Airport terminal building, which is generally considered Saarinen's crowning achievement. By implication, this is also a kudo for FAA, since the agency was instrumental in design and development of the airport and still operates it for the Federal government.

Pay Raise Scheduled

Controllers, technicians and others affected by the recently-passed pay bill should begin receiving the extra money, plus some retroactive pay, in time to help settle the Christmas bills. In fact, the agency expects the checks containing the raise to be received by Jan. 4, 1983. That check also will include retroactive pay back to Sept. 19, 1982. The remainder of the retroactive pay-- back to Aug. 3, 1981--- is scheduled to be in the employee pay checks distributed on May 10, 1983. In order to meet this schedule, which has been set by the Administrator to get the money in employees' hands as soon as possible, two monumental tasks must be accomplished. First, individual eligibility for some 30,000 employees must be determined by facility managers and personnel specialists for a period stretching back over 15 months. Second, major modifications must be made on the agency's payroll and personnel system. These involve substantial changes in 62 major automated processes and expansion of 12 major data files. Every one of the Aeronautical Center's data processing specialists with the necessary payroll experience has been assigned to this task and will be working an average of 60 hours a week until the job is finished. Although a December, 1982 interim or partial payment of retroactive pay was considered, this complicated procedure was rejected because it could slip the final payment as much as five months.

GA Safety Looking Up

Three-quarters of the way through 1982, the general aviation safety picture looks significantly brighter than during the same period in 1981. Total accidents were down by 10 percent, fatal accidents by 13 percent and fatalities by eight

percent. Commuters and air taxis also showed gains with commuters having the more impressive statistics. They cut total accidents from 22 to 10, fatal accidents from six to two and fatalities from 21 to three. Although airline fatalities increased over the past year, total airline accidents declined in numbers when compared with the eight-month figures for 1981.

Use or Lose Reminder

The Office of Personnel Management has reminded all employees that "Use or Lose" annual leave should be scheduled and approved in writing no later than Nov. 27. Accumulated annual leave in excess of the maximum permissible carryover amount, generally 240 hours, is automatically forfeited at the end of the leave year, which this year is Jan. 8, 1983. Annual leave is restorable only under certain conditions pertaining to forfeiture because of exigencies of the public business, sickness, or administrative error.

AFSS Leases Signed

Eastern Region has signed lease agreements for two more AFSS facilities. They will be built at Blaire County Airport in Altoona, Pa. and at MacArthur Airport, Islip, L.I., N.Y. In both instances the facility will be built by the local community and leased by the agency. The Altoona station is scheduled to be completed in the fall of 1984 and the Islip AFSS about the same time. Both lease agreements call for an annual payment of \$1.00 for a period of 20 years.

Aviation Films Scheduled

The following aviation films are scheduled to be shown in the Langley Theatre of the Air and Space Museum. Admission is free, and seating is on a first-come-first-served basis.

SKY DEVILS, Oct. 19, 7:30 p.m.

Two lifeguards who cannot swim become pilots who cannot fly. This scenario befuddles the Germans who go down to defeat in disgrace. With Spencer Tracy and William Boyd.

TWELVE O'CLOCK HIGH, Nov. 5, 7:30

p.m. Toward the end of 1942, a young general takes command of a bomber group operating from England and elevates it from bleak depression. With Gregory Peck and Dean Jagger.

ACES HIGH, Nov. 19, 7:30 p.m.

This film, containing some of the most explosive aerial battle scenes ever filmed, gives us a look at the British aces of World War I. With Peter Firth, Ray Milland and Christopher Plummer.

Riders Needed

Two riders are needed for an established van pool operating from Woodbine Woods (Rt. 234) to FOB-10A via Independent Hill/Montclair. Van is scheduled to accommodate employees working the 8 a.m. to 4:30 p.m. shift. For additional information call Andy Wasniewski at x68452.

FA Club Visiting Aruba

The FA Club is sponsoring a trip to Aruba on Dec. 4-11. The trip includes round-trip jet transportation from Baltimore and seven nights accommodations for only \$499. For more details, check flyer on stands on the fifth and second floors.

Campaign 82

Southwest D.C. Chapter of Federally Employed Women invites all employees and guests to attend their program "Campaign 82, It Can Change Your Life," on Oct. 28 from noon to 1 p.m. in Room 10234 of the Nassif Building. Speakers will be Nancy Reder from the national office of the League of Women Voters and Laurie Westley from the National Women's Political Caucus.

Commuter Bus Rolling

Columbia Commuter Bus Corporation (CCBC), a non-profit cooperative, offers daily commuter bus service from Columbia to D.C. Currently 14 buses make stops throughout Columbia and downtown D.C. from the RFK stadium to Walter Reed Hospital. Buses arrive in D.C. in the morning as early as 7:20 a.m. and as late as 9 a.m., and return in the evening beginning at 4:15 p.m. with the last D.C. stop at 6 p.m. For a schedule or more information contact any Columbia Village Center or the Columbia Visitors Center, or call Robert Bowers, 447-0471, or Eric Bers, 64058.

Unsel'd Kicks off CFC

In a crowded auditorium on Oct. 14, 1982, Wes Unsel'd of the Washington Bullets made the kick-off address for the FAA's CFC Drive. After the audience was shown a moving film highlighting CFC activities, Wes Unsel'd offered some personal reflections about his career and his participation in the CFC/United Way Campaign. After his speech, the Associate Administrators, led by Sandy Murdock, Chief Counsel and this year's Chairman, started off the Drive by making individual contributions.

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

Headquarters Intercom

Safety Offices Automate

Aviation Standards has entered the automation age with the award of a \$3.3 million contract to provide its safety offices in the field with new automated data and word-processing capabilities. The contract is the first step towards establishing a coordinated agency-wide system to provide more accurate and timely analysis of safety data and earlier identification of safety problems and trends. The public will be the ultimate beneficiary. ASAS will enhance the agency's ability to identify potential safety problems, to take immediate corrective action, and to ensure a safer flying environment for all who fly. Under the contract, the Burroughs Corp. of McLean, Va., will equip FAA's 162 district safety offices in the U.S. and Puerto Rico with computerized information processing systems. This equipment, when used with the dictation equipment purchased last year, will substantially reduce the paperwork burden which now consumes a large portion of the inspectors' time. Eventually, when the entire Aviation Safety Analysis System (ASAS) is complete, these field office systems will be tied into the computerized data bases at regional, and national headquarters and the Aeronautical Center. The agency's system will also be linked with safety data systems maintained by the National Transportation Safety Board (NTSB), and others. (See page 2)

ARTS II Buy Completed, Automation Frees ATCSs

The agency will complete its program for the installation of automated radar terminal system (ARTS-II) equipment at 88 of the nation's low-to medium-activity airports with the purchase of the final six systems from the Burroughs Corp. of Paoli, Pa. The automated system frees controllers from manual tasks and allows them to devote their full attention to the job of keeping air traffic safely separated in the terminal area. The basic contract is valued at \$5.3 million. The systems will be installed in towers at Moses Lake and Pasco, Wash., Poughkeepsie, N.Y., Baton Rouge, La., and Brownsville, Tex. The sixth unit will go to the FAA Depot at the Aero Center for emergency use. All deliveries will be completed by April 1983. A total of 83 ARTS II systems have been installed at FAA control facilities to date. Earlier this year, the agency contracted with Burroughs to provide programming for an upgraded ARTS II that will include tracking, conflict alert, minimum safe altitude warning and a training capability. Delivery of this enhanced system, which is called the ARTS IIA, could begin in 1985.

California Enacts Landmark Legislation

The state of California recently enacted a bill that will benefit airport planning in the state and may spark similar measures in other states. By its action, California becomes the first state to pass a bill that requires city and county plans to be consistent with airport land-use plans adopted by that jurisdiction's airport commission. In fact, the bill requires that proposed amendments to city or county plans be submitted to the airport commission, unless two-thirds of the city or county governing body determines that the proposed amendment is already consistent with the airport commission's land-use plans. However, the airport operator is provided immunity from liability for damages or personal injury if the airport commission is overridden by the public agency.

Pay Up, FAA Says

The Office of Accounting (AAA) reminds employees who owe money to the government that they are expected to pay it back within "a reasonable period of time." And, according to the Department of the Treasury, "reasonable" in most cases means within 30 days. After that, interest of 14 to 15 percent is charged on any outstanding balance. This is to encourage repayment and to offset the interest expenses incurred by the Government, which must borrow money to make up for delinquent debts. If the interest charges were not passed on to employees who owed the money in the first place, they would have to be picked up by the general taxpayer. The bottom line, as they say in accounting, is to pay debts on time and avoid interest charges.

Hatch Act Revisited

The Office of Labor Relations has pointed out once again that certain partisan political activities in both primary and general elections are governed by the Hatch Act.

Federal Employees may:

- register and vote,
- assist in voter registration,
- express opinions,
- participate in non-partisan campaigns,
- attend fund-raising functions and contribute money,
- display political badges and attend political rallies,
- join a political club and sign nominating petitions.

Federal employees may not:

- campaign for partisan candidates or political parties,
- register voters for one party only,
- make speeches for a partisan candidate,
- be a partisan candidate,
- organize or manage rallies,
- serve as officer of political party,
- participate in fund raising.

Safety Offices (From page 1)

The new system will allow simultaneous and rapid search of various data bases to provide previously unavailable safety-related data for more complete analysis of safety problems.

ATCA Honors FAA

The Administrator heads a list of FAA people-singled out by the Air Traffic Control Association for special honors at its annual meeting in Atlantic City, N.J., during the week of Oct. 17. The Administrator was named recipient of the first General Quesada Award for his direction of FAA in the post-strike period and development of the National Airspace System Plan.

Other award winners were:

Earl F. Ward Memorial Award

Expanded Tower Enroute Control

Team: G. Michael Unverferth,

Lewis A. Butler, AAT-320;

ATCA Special Medallion Award

Raymond J. Van Vuren, Director,

AAT; Frank L. Frisbie, Deputy

Associate Administrator, ADL;

Special Team for ARSR-3, AAF-360:

Charles L. Stith, John McEvoy,

David A. Moll, Kenneth D. Fore,

John F. Gibbons, John S. Stasiak,

Anthony Hussey and W. Dale

Reynolds;

Presidential Citation of Merit

Robert H. Throne, Chief,

Automation Division, AAT; New York

ARTCC; Los Angeles TRACON; Dallas

FSS;

ATCA Merit Citation

Air Traffic Operations Division,

AAT; Ralph P. Kiss, Chief, Denver

ARTCC; R. Craig Goff, Technical

Center; Norbert A. Owens, Eastern

Region; Edwards RAPCON, Edwards,

Calif., AFB; and Las Vegas ATCT.

Fall Back

It's time again to put back the clock one hour. Most of the country returns to Standard Time at 2 a.m., Oct. 30. Those employees working the night shift during the change will be paid for the actual number of hours worked. A few FAAers will not be affected because Daylight Savings Time is not observed in Arizona, Hawaii, Puerto Rico, the Virgin Islands, American Samoa and parts of Indiana.

Superman Recast

William "Nick Heineck, radar technician at the Long Beach (Calif.) Airway-Facilities Field Office may not dress like Superman, but he's doing a pretty good imitation of him. Recently, Heineck was cited by both the agency and the California Highway Patrol for acts of courage. Shortly after being commended by FAA for fast action in putting out a fire, which probably would have destroyed a million dollar VORTAC building near San Diego, Heineck was honored by the Highway Patrol for coming to the rescue of a police officer. When Heineck saw the police officer struggling with a suspect in the divider of a highway, he called for help on his citizen band radio. He then jumped into the fray and seized the suspect who was on top of the officer choking him. Heineck was cited for "great courage" for his "outstanding heroic act."

October FAA World on Way

"Flying at FL Zero" might sound like an internal contradiction until you realize that the lead story in the October issue of FAA World is about flight training without flight--the complete simulator. FAA has approved the first Phase III simulator for a Boeing 727, which permits total ATP training and aircraft type rating without leaving the ground. Now in the mail, the October issue also has a fascinating attorney's-eye view of the broad ramifications of the air crash that killed baseball star Roberto Clemente, a photographic look at the mushrooming diversity of ultra-lights and an encounter with a simian in a sector, plus "Q&A", "On the Job", "People" and "Feeling Fit."

Weather Broadcasts Tested

The agency and the National Weather Service are conducting a six-week-- (thru Nov.30) test in the Washington/Baltimore area to broadcast aviation weather forecasts for inexpensive weather radios and weather bands on other radios. The purpose of the test is to determine if this additional source of weather information is helpful to pilots. The 60- to 90-second forecasts are being broadcast in the Baltimore and Manassas, Va., areas on 162.550 MHz and 162.440 MHz respectively. The forecasts will be updated three times a day, at 7 a.m., 2 p.m. and 7 p.m., and at other times as necessary. The taped broadcasts include forecasts on cloud height, ceiling, visibility and weather conditions such as thunderstorms, hail, rain and snow.

MTS Program for Top Execs Continues in High Gear

Headquarters continues to be well represented in the 3-day executive seminars on the MTS Program. So far 23 headquarters executives have attended this seminar. An additional 14 are scheduled for the Nov. 2-4 seminar. Included in this group is Mike Fenello, the agency's deputy administrator. His training request papers are signed, as is proper and fitting, by his immediate supervisor, the FAA Administrator. By the end of February 1983, 200 top agency executives will have revisited this program, now newly revised to include heavy emphasis on human relations considerations.

Awards and Rewards

The Office of the Associate Administrator for Aviation Standards has presented a Special Achievement Award in the Special Act Category to Kathleen Ladika.

Vanpool Riders Sought

Riders are needed for a vanpool operating from Burke Center in West Springfield, via Old Keene Mill Road to FAA headquarters. Shift hours are 8:30 a.m. to 5:00 p.m. For information call Charlie Sarich at 755-3370. A vanpool that runs from Monclair and the Homer Road commuter lot to FAA headquarters has a vacancy. Shift hours for this van are 8:00 a.m. to 4:30 p.m. For further information contact Leon Troyer, 755-9397...Vanpool seats available on van from Fredericksburg's Spotsylvania Mall to FAA/DOT. Shift hours 7:30 to 4 p.m. Call Jack Reynolds 426-8434.

Pre-Holiday Sales Set

For employees who want to avoid those last minute holiday shopping blues, the FA Club is sponsoring a glass figurine sale Nov. 1 and 2. There will also be a 14K gold jewelry sale Nov. 17 and 18. Both sales will be in the lobby of FOB-10A.



F.E.W. Invites All To Management Talk

All employees, both men and women, are invited to hear management expert Dr. Salvatore DiVita speak on "Managers' Competition and the Economy" for the Southwest D.C. Chapter of Federally Employed Women (FEW). The program will begin at 12 noon on Nov. 9 in conference rooms 5 A&B.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

Controller Register Opens

The register for air traffic control specialists will reopen Nov. 8, with applications for positions at GS-7 and GS-9 in towers and centers being accepted through Nov. 30. Moreover, as a result of the recent OPM concurrence on an FAA request, applications from individuals between ages 31 and 35 with prior experience in certain air traffic control or air traffic control related functions will be accepted.

Applicants without this experience must be under 31 at the time of appointment. All applicants must meet experience and/or education requirements and pass a written test as well as a rigid physical examination before appointment. Job announcements, application forms, and a list of test locations are available from the nearest Office of Personnel Management Federal Job Information Center after Nov. 7. Information will also be available on a toll free number: 800-368-5884. In the Washington, D.C., area, call 484-9238.

Administrator Speaks Up For the ATC System

The news media should exercise greater discretion and better judgment in reporting alleged morale and other problems in the air traffic control system, the Administrator told a Washington audience last week. "I am clearly not saying we don't have problems in some facilities," he said. "This is a vast organization and there are undoubtedly some cases, just as there are cases of controllers working more than 48 hour weeks despite my orders to the contrary." However, he added, "reports are grossly exaggerated that our controllers are unable to get leave, or that most are working six-day weeks. Equally, the stories written to reflect an air of mostly discontent just don't represent the facts." He pointed out that these stories quoted the negative comments and ignored the positive statements of other controllers who had been interviewed. Speaking before the National Aviation Club, the Administrator cited specific examples of controllers who were proven to have misrepresented the amount of overtime they had worked and their inability to take leave. "But despite the facts that show without question these people did not tell the truth, the media still seeks them out for quotes and interviews," he said. "It seems to me that when allegations are proven to be flat out misrepresentations, it's not enough for the media just to give the FAA's (See page 2)

NOVEMBER



ATC System

(From page 1)

version of the facts, as verified by payroll records, but it's time for reporters finally to decide not to print the obvious falsehoods. It's time to stand up and say 'no more. I've been bamboozled once too often and I'm not going to have it happen again.' It's time to report facts, not claims." At the same time, the Administrator acknowledged that the media can play a useful role in the rebuilding of the ATC system. "I welcome the media to continue to look at us hard, and to point out our deficiencies where they are found," he said. "I expect to be held accountable for my actions and decisions to restore this system to what it was before the strike and good, accurate and balanced reporting is one tool that I can use to alert me to problems."

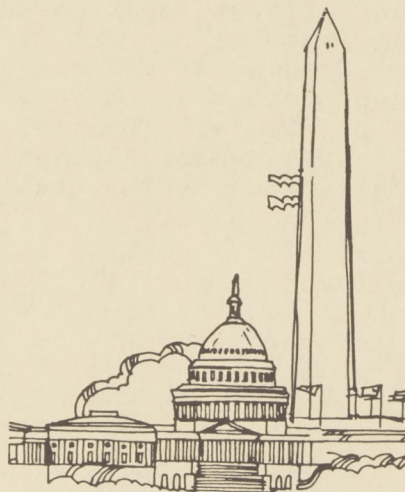
FDP Position Permanent

Air Traffic Service has announced that the flight data processor position in center and terminal air traffic control facilities has been made into a permanent position. Since a number of FDPs who are between the ages of 31 and 35 are now expected to apply for controller positions, the agency is anticipating the need for additional FDPs and is opening the FDP announcement, at GS-7. The temporary positions, which were largely filled by furloughed pilots, was originally established shortly after the air traffic controller strike drastically cut the number of ATCSs on the rolls. For these permanent positions, no written examination is required. Applicants should submit a current Standard Form 171, Personal Qualifications Statement as well as an OPM Form 1170/62, Supplemental Qualifications Statement for Flight Data Processor, available at OPM Job Information Centers. When

this form is completed, it should be sent to the FAA Special Examining Division, AAC-80, P.O. Box 25082, Oklahoma City, Okla. 73125.

FAA Makes Friends

"From here on out, you have a friend," the father of a student pilot who got lost on his first solo, recently wrote to the agency. The 17-year old pilot had gotten lost near Wheeling, W.Va., and decided to radio Pittsburgh Approach Control for help. Controllers there vectored the young pilot to the Wheeling airport where he landed, safe but shaken. He was met by Wheeling tower manager, Howard Neely, who took the time to sit down with the young man over a cup of coffee to calm him down and reassure him. Neely also called the father to let him know his son was okay, then kept the young pilot at the airport for an hour until he was convinced that he was settled enough to fly again. When the young man returned to his home airport without any problems, he told his father he had met a "fine gentleman." We agree.



New Law Says Pay Up

The Federal government now has to pay a penalty charge if it doesn't take care of its bills on time. That's a practice most of us are familiar with as individuals, but the government didn't have to worry about it until Oct. 1, when a new law, the Prompt Payment Act, went into effect. Until then, the most a vendor could expect for late payments was an apology. The new interest penalty, currently running about 15 percent annually, the new interest penalty is charged to the organizational unit which ordered the supplies or services. So, in the interest of saving face as well as money, the Office of Accounting urges employees to submit receiving reports and certificates of acceptance to their servicing accounting office promptly.

MSPB Hearings Pass Halfway Point

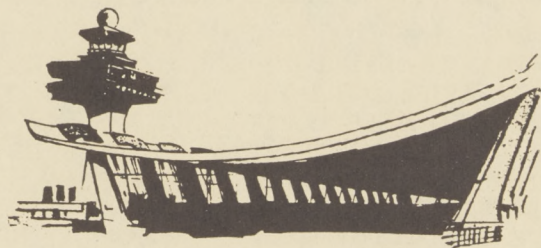
The Merit Systems Protection Board has completed hearings on more than half of the 10,898 appeals filed by air traffic controllers who were fired for participating in an illegal strike against the government. As of October 18, MSPB had wrapped up hearings involving 5,796 of the fired controllers. However, only 315 decisions have been handed down by the MSPB hearing officers with 290 sustaining the removal. These "initial decisions," in turn, have resulted in 48 petitions for review by the full Board with nine final decisions, all supporting removal. The government's position also has been upheld in 456 appeals which did not go to hearings but were dismissed for reasons other than merit. The MSPB is shooting to complete all hearings by the end of January 1983.

Airport Task Force Named

The agency's Chief Counsel, J.E. (Sandy) Murdock III, and the director of the Metropolitan Washington Airports, James A. Wilding, have been named to the special task force appointed by DOT Secretary Drew Lewis to study the problems of allocating use of airport facilities. The 24-person task force, which was recently authorized by Congress, is headed by Dan McKinnon, Chairman of the Civil Aeronautics Board (CAB), and includes airport operator and airline operator representatives as well as state and federal officials and consumers. Specifically, the task force will study such problems as allocating airport gates and ticketing and terminal space. A report of its findings is due to be submitted in about five months. This task force should not be confused with the Airport Operators Council International (AOCI) task force which recently briefed the FAA Administrator on its findings on airport capacity improvement and delay reduction.

September Saves

A total of 77 flight assists were reported during the month of September. Flight service stations were responsible for 39 of these while terminal facilities accounted for 25 and centers handled 13. There were 144 persons on board the aircraft involved.



Open Season Coming

An open season, during which eligible Federal employees may enroll or change enrollment to a new Federal Employees Health Benefits plan, will be held from Nov. 22 to Dec. 10. Under open-season regulations, any eligible employee who is not currently registered may enroll, and an enrolled employee may change from one plan or option to another, or from self only to self and family, or any combination of these. However, employees who do not wish to make a change, need not take any action during this open season.

Airway Facilities Clerk Honored by Administrator

Bettina Brown, a word processing operator in the Airway Facilities Division, Western/Pacific Regional headquarters, has been named FAA's Handicapped Employee of the Year. She was honored by the FAA Administrator who presented the award to her personally while he was on a recent visit to the West Coast. Brown joined the agency in November 1980. She was also honored recently by her community and the Academy of Television Arts and Sciences for participating in and writing handicapped awareness films and for forming groups for handicapped persons. A cerebral palsy victim, she experiences involuntary movement and a speech impairment.

Vanpool Riders Wanted

Riders are invited to join a vanpool from Colonial Beach, Va., King George, Va., La Plata, Md. and Waldorf, Md., to FOB-10A, 8 a.m. to 4:30 p.m. shift. For additional information contact Lee Riffel, x68350.

NASM Needs Volunteers To Guide School Tours

The Air and Space Museum's Paul E. Garber Preservation, Restoration and Storage Facility is looking for volunteers to give educational tours for school groups beginning in January. The tours will be offered to students in grades 7 through 12 and will cover a variety of topics in the aviation and space science fields. Anyone interested should contact Pat Johnson in the Museum's Education Services Division on 357-1663.

DOT Secretary Keynotes Civil Rights Luncheon

DOT Secretary Drew Lewis will be the keynote speaker at the departmental conference on civil rights to be held at the Hyatt Regency Hotel, Dec. 5-7. The Secretary will discuss the significance of reinforcing civil rights regulations and will announce new programs and directions for civil rights. Tickets and additional information are available from the departmental Office of Civil Rights, Ella Graham, x64648.

Help CFC Now

This year Combined Federal Campaign (CFC) contributors can designate the agencies they wish to support when they make their contribution. The approximately 300 agencies which are part of CFC provide help for many of our neighbors throughout the year. In some cases, they only help available for the homeless, the informed, and those who need help during a family crisis. This year's campaign comes to an end Nov. 3, and the call, "Help Now," is coming in loud and clear, "five by five."



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

The News in Brief

o The Denver Flight Service Station has moved into its new "automated" FSS quarters at the Arapahoe County Airport. This government-owned building was to have been the prototype for all AFSS buildings but FAA subsequently decided to get local communities to build the facilities and lease them to the agency. Although the Denver FSS is no longer the prototype, as such, the operations area within the building remains the standard design and will be recreated in other AFSSs. The equipment needed to convert the Denver FSS to an automated facility is expected to begin arriving there in 1986.

o Some times even a multi-millionaire like Ross Perot needs a helping hand. When he and his crew landed at Cold Bay, Alaska, recently on the last leg of their round-the-world helicopter flight, they found their dreams of a hot meal in serious jeopardy because all the local restaurants were closed. That gave FAA families in the area the opportunity to show the Texas-based Perot what Alaskan hospitality is all about. They quickly whipped up an impromptu dinner which none of the flyers will soon forget. The main course, according to Flight Service Station Manager John McLaughlin, was ribouburgers.

Administrator Reports On ATC Rebuilding Progress

The training of new air traffic controllers at the FAA Academy in Oklahoma City is going so well that the agency will begin "phasing down the student input in February." That's the word from the Administrator who added that the Academy should be back to a normal annual load by October 1983 for both terminal and enroute. Speaking to the National Aviation Club in Washington, D.C., he noted that some 300 graduates a month have been coming out of the Academy now for a period of nine or 10 months, creating a heavy training load in the facilities. To ease that load, he said, the agency has taken a number of steps including bringing back retired annuitants as instructors and phasing over some instructors from Oklahoma City to field facilities. The Administrator also pointed out to his audience that the agency is on schedule in its rebuilding of the air traffic control system and presently is handling more than 90 percent of pre-strike traffic levels. He said the system should be fully back to normal in July 1984 at which point supervisors and staff will have resumed their normal duties and other employees would have returned to a normal 40 hours a week with annual vacations, etc.

News Briefs (From page 1)

o The imminent changeover to the National Airspace Data Interchange Network (NADIN) was charted recently at a meeting in Salt Lake City. The SLC Sector Office has been placed in charge of the nationwide cutover, and facilities throughout the country can expect to be contacted directly by this office. Also as a result of this meeting, employees can expect to see greater use of FAA-owned microwave links, the purchase of equipment formerly leased from the phone companies, multiplexing of several circuits on a single line and other improvements.

o The agency's first rule proposed under its new "Regulation by Objective" concept will be the subject of two public meetings scheduled for November 30 in Los Angeles and December 9 in Washington, D.C. The agency issued a notice of proposed rulemaking on Sept. 20 that would replace the present detailed "how-to-do-it" regulations governing airline operations with broadly stated objectives that the carriers could meet in the most efficient and innovative manner possible provided safety levels were maintained. FAA officials will begin both sessions with an explanation of the purpose and intent of the proposed rule--FAR Part 120, "Air Transportation." The rest of the time will be given over to presentations by members of the public.

New Accounting System Set

On Nov. 8, the agency's new Uniform Accounting System (UAS) went on-line at the Aeronautical Center, marking the end of a three-year design and development program. Used for maintaining non-payroll financial records, the UAS will be prototyped at the Aero Center for 90 days before the regions are brought on-

line. In February 1983, the Southern Region will be the first to convert with other regions following suit on a time-phase basis from April through December. The new Uniform Accounting System was designed and developed by the Aero Center and the Office of Accounting in Washington under the direction of Management Systems. Personnel from the Southern and Central regions and the Technical Center also served on the UAS work group. All in all, it represents a blend of today's best accounting systems and experience in the agency.

Field Controllers Evaluate ETABS

Controllers from the field recently got a chance to evaluate the Electronic Tabular Display Subsystem (ETABS) prototype, which is designed to automate flight progress strips out of existence. The successful three-week evaluation at the Tech Center concentrated on the electronic display of flight data concept and the "prompting" of controller messages. Ultimately the ETABS concept will be incorporated in the sector suites that are expected to be delivered to the field in the late 1980s. Controllers participating in the evaluation were: Richard Anderson, Seattle Center; Roy J. (Joe) Burnett, Jr., Memphis Center; Richard A. Chavez, Albuquerque Center; John M. Gould, Boston Center; Robert H. Hale, Jr., Kansas City Center; Billy W. Harper, Washington Center; Marvin Perkins, Jacksonville Center; John L. Price, Houston Center; and Michael M. Turner, Atlanta Center; Chris Bauer, Washington Center and Max A. Hall, an area supervisor from Salt Lake City Center.

The Way We Were

Forty years ago this month, Westinghouse Electric began development of the first practical jet engine wholly American in design... 25 years ago, the Air Transport Association approved a resolution supporting the establishment of an independent government agency to develop a joint civil/military air traffic control and airspace use system... 20 years ago, Nov. 17, 1962, Dulles International Airport was opened by President Kennedy in special ceremonies. Two days later scheduled airline service began... 15 years ago, Pan American World Airlines became the first airline to receive FAA approval for Category II operations, permitting bad weather landings with only 100-foot decision height and 1,200-foot runway visual range... Ten years ago, a 22-year-old restriction on travel of U.S. airliners to Communist China was lifted by President Nixon as part of a general rapprochement between the two countries... Five years ago, FAA announced that teams of dogs specially trained to detect explosives were in place at a network of 29 U.S. airports which were within 30 minutes flying time from any airliner flying over the United States... One year ago, FAA awarded a \$4 million contract to the Bendix Corporation for development work on a Traffic Alert and Collision Avoidance System (TCAS) that would meet the requirements of airline operators. The contract called for the delivery of two engineering models of the equipment.

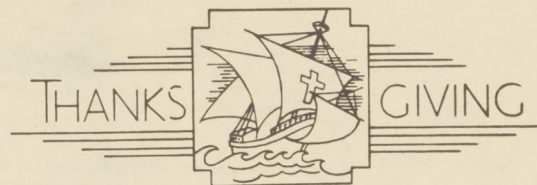
The Money's Coming

The money's coming, but it will take time to get the air traffic system pay raise through the Uniform Payroll System (UPS) at the Aeronautical Center. That's what John Turner, manager of the Center's Data Services Division told Intercom

last week. He noted that his team is on schedule and the estimated 28,000 to 30,000 employees affected by the pay hike should get their first checks containing the raise during the first week of January. This date is "set in concrete," Turner said. He also explained that the first check will include retroactive pay back to Sept. 19 with the remainder slated for the May 9, 1983, paychecks. In order to pay the affected employees, Turner explained, the UPS pay-history files for 35 pay periods must be handled by the computer. This represents more than two million records being searched to select eligible employees. Since retroactive pay will be computed by individual pay periods, over 700,000 pay actions will have to be processed. This creates approximately 2.5 million adjustments to the payroll system, Turner estimated.

Speed Memos Save

The Office of Management Systems has asked us to plug the "Speed Memo" as a means of expediting internal communications at lower costs to the government. We'll make it fast in keeping with the subject matter. The easy-to-use memo (FAA Form 2800-1) is intended for informal communications that require a written reply. Messages can even be handwritten. The forms are available in quantities of 100 from the DOT Warehouse, M-443.1, or the FAA Depot in Oklahoma City. If ordering from the Depot, the required national number is NSN-0052-00-606-4000.



'Tis the Season

We don't mean to rush the holidays, but Intercom would like to remind readers that we are beginning the season for purse and wallet snatchers. Several employees have already had wallets removed from purses under their desks or from coats hanging on chairs. Secure your belongings in locked drawers when you leave an area. This includes radios, calculators and anything else that might "walk away" at this time of year or any time of year.

Awards and Rewards

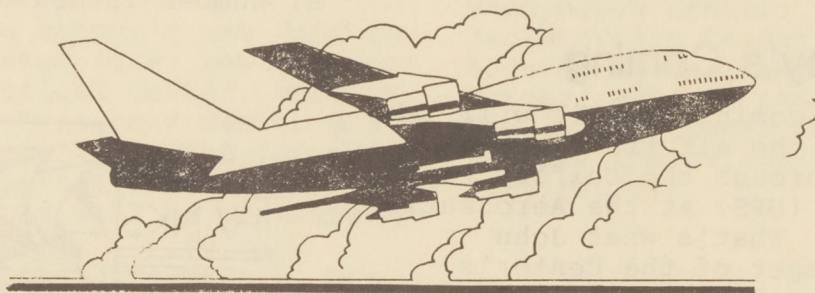
The Office of Airworthiness has presented Quality Within Grade Increases to Robin West, David Ostrowski, Robert Seger, Mary McCain, Emil Hettich, Henri Branting, Ray Ramakis, Fred Crenshaw, Joseph Snitkoff, Barbara Jessee, Joseph Soderquist, Shirley Pittman and George Pour; as well as Special Achievement Awards to Naomi Bryant, Robert Allen, Robert Berman and Beulah Chew. The Office of Budget has presented a Quality Within Grade Increase to Gwendolyn A. Browne. The Logistics Service has presented Special Achievement Awards to Helen A. Smith and Timothy Beans and Joseph P. Lynch, Jr.; Quality Within Grade Increase Awards were presented to Deborah Wilson, Mary C. Conley, Noretta J. Harrett, Joann Jackson, Malcolm Stephens, Merle E. Blake, Gilbert Devey, Jr., Idel Breland and William T. Hohe.

ASCE Plans 2nd Luncheon

The Air Transport Subcommittee of the American Society of Civil Engineers is planning its second luncheon of 1982 on Nov. 18. The guest speaker will be Maurice Louch, Canadian Liaison Officer to FAA, who will discuss "Similarities and Differences in Aviation Between the U.S. and Canada." The luncheon is scheduled for 11:30 a.m. at the Pier Seven Restaurant, Channel Inn, 650 Water Street, SW. The price is \$8.50 and underground parking is free with a validated ticket.

Barber Shop Has Special

During the month of November the headquarters building barber shop is offering a "special" for women customers. The charge for a shampoo, blow dry and curl is \$12 while only \$25 will be charged for a permanent touch up, including shampoo, blow dry and curl. The price for a man's haircut remains a low \$4.75. The second floor shop now boasts two barbers, two hairdressers and two manicurists. Both men and women haircutters are experienced in cutting all kinds of hair, and the manicurists do pedicure and sculptured nails. To get to the shop customers must take the stairway down from the northeast corner of the third floor. For an appointment call x68622.





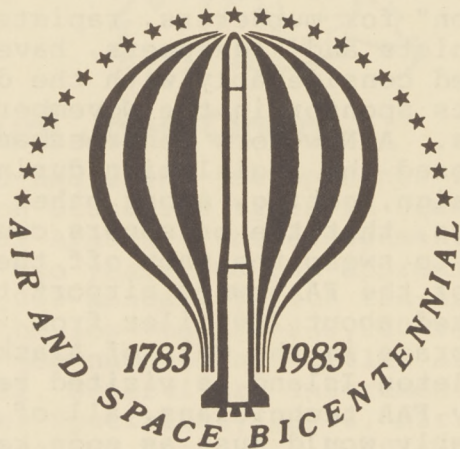
U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

Bicentennial Begins

A year-long international celebration of the bicentennial of flight was inaugurated Nov. 8 in Washington, D.C., by Vice President Bush with the help of the FAA and NASA administrators, among other notables. The Capitol Hill ceremony was the first in a series of events over the next 12 months, leading to the 200th anniversary of the first manned flight in a hot air balloon on Nov. 21, 1783, in La Mulette, France. Speaking at the inaugural ceremony, the FAA Administrator noted that: "Aviation is still operating at the edge of technological knowledge. Space flight is in its infancy. In other words, we're still but fingering the hem of flight's potentialities. Flight's horizons are limited only by our own imagination."



Flight Recorder Changes Studied

FAA is considering upgrading the flight data recorder requirements for older airline aircraft, as recommended by the National Transportation Safety Board after the PanAm accident in New Orleans last July. In a letter to the NTSB chairman signed by the Administrator, FAA said its analysis of the recommendations was still in progress, but "it appears that some form of retrofit, though it may not be exactly that recommended by the Board, is in the public interest." NTSB wants the present five-channel foil recorders on airliners certificated before Sept. 30, 1969, replaced with digital recorders capable of logging 11 types of information. As an interim measure, it asked that the foil recorders be replaced with compatible digital equipment. In addition, the Board wants all newly manufactured airliners of the older type designs equipped with the same advanced flight data recorders now required on all widebody jets. FAA said it welcomed the Board's participation in the study and promised to keep the chairman advised of its progress.

MSPB Upholds Controller's Removal in Test Case

In the first case appealed and decided by the full board on its merits, the Board has upheld FAA's dismissal of a Fort Worth enroute center controller for participating in an illegal strike against the government in August 1981. The unanimous ruling by the three-member board affirmed a decision last May by a regional MSPB presiding official who found the controller "intended to and did, in fact, participate in that strike." The Board dismissed the controller's arguments of procedural errors in the handling of his case as well as his contention that he was engaging in a "legal protest" and not a strike. Also rejected was the controller's assertions that he took part in the walkout because he was "harassed and in fear of his personal safety." In addition, the Board ruled that the controller's removal from his job was not an unreasonable penalty, noting: "The position of air traffic controller is a highly sensitive one because the incumbent is directly responsible for the safety of airline passengers and must preserve the confidence of the employer and public who rely on him. A controller's intentional and ongoing abdication of that responsibility in order to participate in the strike and his decision to continue striking despite the President's 48-hour grace period thus constitute particularly egregious conduct, which destroys the controller's unique relationship of trust with his employer." The ruling further held that even in the absence of picketing or other signs of support of the strike, an employee's unauthorized absence during a strike is sufficient to warrant a conclusion of strike participation.

FAA Staff Praised By Congressional Leader

The New England Region and its director, Robert Whittington, received some warm words of praise recently from House Speaker Thomas P. "Tip" O'Neill. The occasion was a ceremony marking the completion of a \$250,000 soundproofing project at East Boston High School near the flight paths for Runway 15/33 at Logan International Airport. More than 60 percent of the windows in the three-story building were replaced with new double windows that have a four-inch space between the panes. Speaking at the dedication ceremony, O'Neill said: "The (New England) Regional FAA Office is clearly the leader in tackling and solving noise issues, and the credit belongs to Bob Whittington." The pioneer project was funded 80 percent by FAA and 20 percent by the Massachusetts Port Authority, which operates Logan.

Polar Prison May Get Deep Freeze

Alaskan FAAers who maintain the long-range radar and other equipment on tiny Middleton Island can breathe a little easier now. The chances for passage of the Arctic Penitentiary Act of 1982, which would have converted the island into a "polar prison" for murderers, rapists, arsonists and kidnappers, have dimmed considerably with the defeat of its sponsor in the November elections. A New York Congressman had proposed the legislation during the campaign, noting, among other things, that the prisoners could be used to sweep the snow off the runway of the FAA-owned airport there. Located about 200 miles from Anchorage in the Gulf of Alaska, Middleton Island is visited regularly by FAA technicians, all of whom probably would just as soon keep the status quo.

Pilots Schooled for Winter

Meteorologists from both the sunspot school and the volcanic ash school are in full agreement with the Farmer's Almanac: It's going to be a tough winter. So, FAA has stepped up its efforts to remind pilots of the hazards of cold weather flying. Included is the publication of a new winter flying guide and a draft advisory circular that deal with the subject of aircraft icing and deicing on the ground. Copies of the guidebook, "Winter Operations Guidance for Air Carriers," already have been mailed to over 400 airlines, with another 3,600 set to go to air taxis and commercial operators. The 157-page booklet covers the full range of winter operations, such as deicing and anti-icing measures as well as takeoffs and landings on wet, slushy and snow-covered runways. The draft advisory circular emphasizes that visual inspections are the only safe way to ensure that an aircraft is free of ice and snow before takeoff. It also points out the pitfalls of relying on set formulas in applying deicing fluids, noting that there are 13 variables, ranging from outside temperature to wind speed and direction, that can affect the deicing process.



Saudi Jobs Open

ICAO has eight job openings for Aviation Standards types in Jeddah, Saudi Arabia. The assignments are for two years and pay approximately \$50,000 annually, with tax-free nets in the low- to mid-\$30,000 range. The job numbers and titles are: FS/02, Supervisory Instrument Procedures Specialist; FS/76, Air Carrier Operations Inspector L-1011; FS-22

and FS/75 (two positions), Air Carrier Operations Inspector Boeing 737; FS/71, Principal Airworthiness Inspector (General Aviation); FS/63 and FS/64 (two positions), Airworthiness Inspector (Air Carrier); FS/73, General Aviation Operations Inspector. Applications are due in API-19 by Dec. 1. Additional information is available from servicing personnel offices.

Employees Eligible For Pay Hike Identified

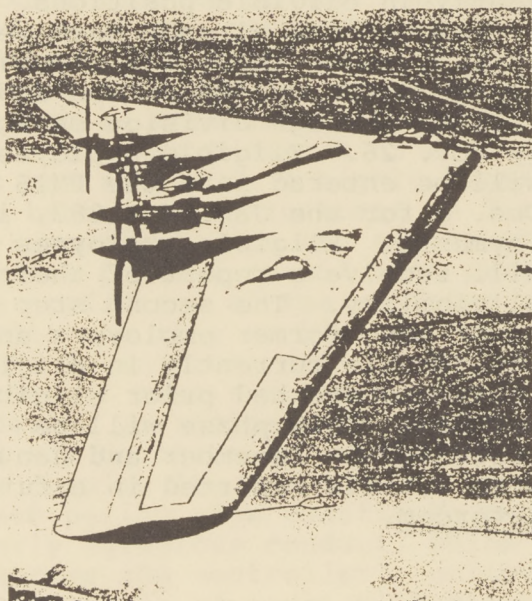
The Office of Personnel and Training has initiated a two-step procedure for identifying individuals who are eligible for pay under the Air Traffic Revitalization Act. The first step will identify employees currently in eligible positions. Personnel offices already have sent PMIS lists of these individuals to managers for certification and return, through division managers, by Nov. 26. Eligible employees then will be entered into the PMIS by Dec. 3 for the Jan. 4, 1983, initial payments. Eligible employees also will receive a report of their eligibility. The second step will cover both former employees and individuals currently in eligible positions who had prior eligible service. This phase will be conducted in December and January with details reported in a future Intercom.

Forecast Conference Set

Aviation forecasters like to plan ahead. Consequently, FAA's Office of Policy and Plans has gone ahead and scheduled the Eighth Annual Aviation Forecast Conference for Feb. 24, 1983, in Arlington, Va. Copies of agency's "Aviation Forecasts" for Fiscal Years 1983-1994 will be distributed at the meeting.

Stranger Than Fiction

Maybe it didn't rank as the strangest looking airplane of all time, but it certainly was a top contender for the title. We're talking about the Northrop YB-35 "Flying Wing" of the 1940s which probably generated more than its share of UFO reports. It was just that: a flying wing with no fuselage or tail surfaces and the crew and power plants accommodated within the contours of the aerofoil. We bring this up now because "Flying Wings" will be the title of a National Air Space Museum lecture at 7:30 p.m. on December 2 in the NASM theater. A NASM curator who is writing a book on flying wings and a former test pilot who flew them will be the speakers. Admission is free.



Northrop YB-35 Flying Wing

Keep These Numbers Handy

Security is everybody's business but it's also some people's career. That's something for employees to bear in mind if they're the victim of a theft or property loss in FOB-10A or if they spot a disturbance or suspicious activity in the building. On such occasions, they should bring in the pros with an immediate report to the OST Office of Security (x64677) and a second call to the FAA Office of Civil Aviation Security (x68768). The FAA office will follow up on the matter to help minimize the opportunities for a recurrence.

Missed You Lately

Do you wonder why you haven't seen Bill Fallon, Jack Edwards or Frank Coons in the halls lately? It's because they're not here anymore. Along with 30 plus others, they retired during September/October to begin new careers or pursue lives of leisure or combinations thereof. A complete list of the retirees follows: AEE--William L. Fallon; AAD--William C. Keepers; AGC--Joseph D. Jeffrey; AAF--Ruben A. Michaelis, Daniel D. Thompson, Fred H. Bean, John McGinty, Thomas E. Anderson, Gerald F. Trainor, Edward H. Brown, Jr., Carl E. Hagadorn and Lucile R. McBrayer; AMS--Donald G. Mayhew, Harland S. Goertz and Ruth F. Coyle; AFS--Paul R. Grim; AAT--Ralph R. Klein; ARD--Raymond Colao, George A. Scott, Sherman P. Tynes, Michael Deliman, James H. Childers, Frederick S. Sakate, Holly W. Barlage, James D. Cooke, Frank G. Coons, Jr. and Glen D. Adams; AED--Jack W. Edwards, Marie M. Muller and Francis S. Carr; AIA--John R. Goodwin; ABU--John H. Travis and Daniel B. Childs; ALG--John A. Broffel; and AFO--Norman C. Miller.



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**Federal Aviation
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The News in Brief

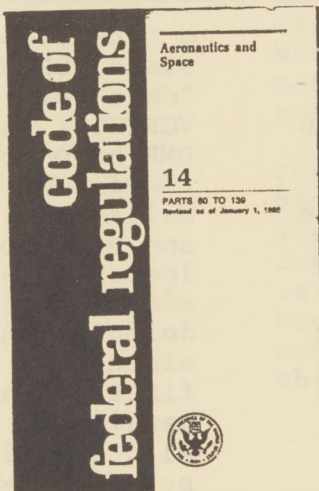
o It's about time somebody said something nice about the people who write the Federal Aviation Regulations. And somebody has. Really! That somebody is Rotor & Wing columnist L. Kim Smith, who penned some complimentary words recently about the literary merits of FAA proposed rules in general and a new notice on the Rotorcraft Regulatory Review in particular. In the December issue of the magazine, Ms. Smith said: "I want to publicly thank the FAA for finally having the writing done by someone whose mother tongue is English, not Regulese. After perusing NPRMs for more than four years now, I must say there is a marked improvement in their clarity, readability and style."

o The agency has withdrawn its proposed rule on new flight and duty time requirements for airline pilots, noting that an analysis of public comments clearly established a need for further study and discussion. (See page 2)

Administrator Clears NAR Recommendations

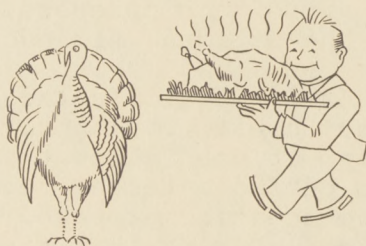
More than 150 recommendations from six task groups under the National Airspace Review (NAR) have been cleared by the Administrator for further consideration by the agency. This is the first set of recommendations to hit the Administrator's desk since the government/industry review got underway in May. The 42--month NAR, which is focusing on identifying changes that need to be made in airspace design and air traffic control procedures, was initiated by the Administrator as part of a comprehensive plan to modernize the National Airspace System.

While the Administrator's recent action does not constitute approval for implementation, it does allow the recommendations to be fed into the regular channels for processing proposed changes into the system. During that process, the recommendations will be reviewed from a technical and cost/benefit point of view to determine which ones will be issued as formal proposals for public comment. January is the target date for issuing non-regulatory proposals stemming from this review, and early spring, possibly March, for regulatory items. The 151 recommendations range from improved charting of military training routes and revised establishment criteria for terminal control areas to better dissemination of weather products.



New Flt. Data Gear Coming

FAA has begun a program to replace the present flight printers and related equipment in the air traffic control system. As a first step, the agency issued a request for proposals on the Flight Data Input/Output program, which consolidates the flight-strip-printer project for the enroute centers and the flight-data-entry-and-printout equipment-replacement project in the towers and TRACONS. A contract award is anticipated in early 1983, with deliveries running from early 1984 to early 1986. More than 100 facilities which presently handle the flight data function manually are scheduled to get the new units in addition to those where the present equipment will be replaced. The new equipment will remain in use—with significant savings in operational and maintenance cost—until replaced by the sector suites, which will present flight data electronically.



That Personal Touch

Sometimes it takes a person like Robert Brown of the Red Bluffs, CA, Flight Service Station to remind us just how important the human element is in the system. Early last month, Brown was contacted by the pilot of a Republic Seabee with landing gear and hydraulic troubles and asked to select a grass area on the airport for an emergency landing. Carrying a portable VHF transceiver with him in his own car, he picked a site, cleared some possible obstructions and gave the troubled pilot an okay to land. The pilot then reported that his landing lights were out, so Brown pulled his car up to the temporary runway and flooded the touchdown area with his headlights. After one low pass and one aborted landing attempt, the aircraft set down easily in the grass area that had been lighted by Brown. The aircraft had no brakes but the grass slowed the roll, and there was no damage and no injuries. During the month of October, 59 flight assists were reported. Flight service stations were responsible for 34 of these with terminal facilities accounted for 20 and centers handled five. There were 89 persons on board the aircraft involved.

News Briefs

(From page 1)

However, the agency said it will continue its rulemaking project in this area and will issue a new proposal when the reassessment is completed. Issued last March, the proposed rule would have greatly simplified the highly complex and controversial rule that now exists. That rule dates from the 1940s and has been subjected to more than 1,000 pages of interpretation in an effort to keep it relevant and up to date.

o The second generation, solid-state VORTAC and VOR program is "on a roll." To date, five VORTACs, three VORs and one VOR/DME have been shipped to the field. Of these, VORTACs at Hallsville, MO, Lake Tahoe, NV, and Pottstown, PA, have been installed and are operational. In addition, the VOR at North Philadelphia, PA, has been operational since July when it became the first of the second-generation nav aids to go on line. All in all, installation has proceeded on schedule, with few, if any, of the traditional start-up problems and outages.

In the Regions & Centers

The country's first operational Microwave Landing System (MLS) is now in service at Valdez, Alaska. Donald T. Keil, Jr., the Alaskan region executive officer, led the FAA contingent at dedication ceremonies of the privately owned facility on Nov. 16. The Bendix Corp. system was purchased by the city of Valdez for \$800,000 and will be maintained by the city. FAA will formally commission the system after the results of an airborne inspection are reviewed and ground certification is completed.

o Management Training School (MTS) courses, as well as selected FAA Academy technical courses, have been evaluated by the American Council on Education (ACE). ACE has assigned credit hours to the courses and these are being accepted by many colleges and universities throughout the country. Approximately 200 courses have been stipulated for college credit to date. In some cases, this may enable FAAers to get a Bachelor's Degree in three, rather than four years.

Second Step Clarified

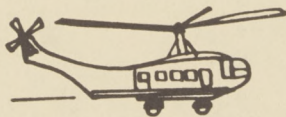
In a recent article on the ATC Revitalization Act, the second step of the identification procedure was not clearly described. Actually the second step will identify both separated employees and employees who have had eligible service since Aug. 3, 1981, but are not currently occupying eligible positions.

'Open Season' Begins

The Federal Employees Health Benefits "Open Season" will be held Nov. 22 - Dec. 10, with new enrollments, changes in enrollments and changes in premium rates effective for employees on the first day of the first full pay period in January. FEHB participants will receive a new brochure for their present plan and a new premium rate booklet. Annuitants will receive open-season literature directly from the Office of Personnel Management (OPM). Each employee also will receive a copy of the "FEHB Enrollment Information and Plan Comparison Chart," describing enrollment procedures and programs in detail and comparing the benefits offered by all of the plans in the FEHB Program.

Distribution of these brochures and informational materials is normally accomplished prior to the start of open season. Open season materials are printed for OPM at several locations on the East Coast and surface shipped to 130 redistribution centers throughout the country including the FAA Depot. Arrangements have been made by the Depot to expedite the distribution of these items upon receipt by the use of priority air freight shipment. Although OPM has announced that open season will not be extended, each employing jurisdiction can accept late enrollments, when justified, on a case-by-case basis, from employees who have not received plan information and brochures before the end of open season.

Employees are reminded, however, that every effort must be made to enroll by December 10. They should retain the brochure for the plan in which they enroll, as OPM will not distribute new brochures for the 1984 open season. Only an addendum describing changes will be issued.



Bloodmobile Coming

The Red Cross' need for blood is almost as insatiable as that of the legendary nobleman from Transylvania. The difference is that the R.C. uses its blood for a good purpose--to save lives. It also does its work in the daytime, which brings us to the point of this article. The R.C. Bloodmobile will be at the FAA headquarters from 9:30 a.m. to 3:30 p.m. on Dec. 6 and needs donors. Blood supplies always fall during the holiday season, but the demand never does. So contact your office blood coordinator and sign up for the Dec. 6 visit. You'll feel good. Best of all, if you should receive a midnight visit from Count Dracula, you can honestly say you gave at the office.

We Want to Hear From You

If you don't see your name on this page, it's because we haven't heard from you lately... or maybe ever. Page 4 of Intercom is supposed to record the triumphs and tragedies of headquarters people, but we can't report those events if we don't know about them. So give the Intercom editor a call on x68521 if you or someone in your office has done something that's worth sharing with the rest of the headquarter's staff. We'll never turn down a good human interest story.

One More Number

Last week's Intercom listed telephone numbers that employees could call to report thefts and suspicious activities in FOB-10A: x64677 for OST Security and x68768 for FAA Security. Here's another one for use during other than normal working hours: x59575. That will get you the building guards.



Dulles Celebrates 20th

Dulles Airport employees were treated to a cake and coffee feast to celebrate the airport's 20th Anniversary on Nov. 17. In all, 211 employees, including FAAers from Metropolitan Washington Airports, helped themselves to a variety of cakes and coffee, which was supplied by the Washington/Dulles Task Force. According to sign-in sheets, about two dozen of those who attended the party have been at Dulles since it opened back in '62. They have seen the quiet years and now are watching things start to jump at the out-of-town airport. Just this month People Express began serving New York and Florida cities from Dulles. In fact, Dulles is now providing service to 16 more locations than it was a year ago.



U.S. Department
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Front Row - L to R

Alfred Miller, Eastern Region;
Donald E. Saballus, Great Lakes Region;
Anne Harlan, New England Region;
Louise A. Eberhardt, Technical Center;
John J. McNeil, Washington Headquarters;

Back Row - L to R

Administrator Helms;

Judith E. Pierce, Northwest Mountain Region;
James R. Mitchell, Alaskan Region;
Elizabeth M. Kirkhart, Western-Pacific Region;
Edwards W. Scaggs, Central Region;
Susan Yoselow, Aeronautical Center;
Clarence W. Von Bergen, Southwest Region;
James O. Boone, Southern Region;
Deputy Administrator Fenello.

Human Resources Group Defines Mission, and Objectives

The agency's recently appointed human resource specialists have been working Sundays and burning the midnight oil to get on with the job of making a good organization better. During the initial organizational meeting held at FAA headquarters this month, the 12 specialists came with draft statements of their mission, specific goals and broad objectives. According to FAA headquarters specialist, John McNeil,

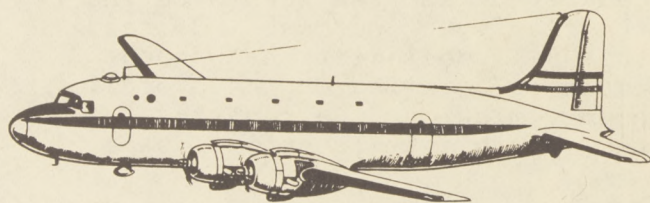
the H.R. group views its job as helping what appears to be a heads up organization to do a better job and function more effectively. McNeil said that the very individualistic specialists were collectively impressed by the caliber of the FAA workforce and by the clarity of purpose. He said that all specialists had found employes agreeing on the overall agency mission. He reported that the specialists (cont'd on page 2)

Human Resources (From page 1)

also agreed that their principal job would be to support the agency by capitalizing on the strengths that are already here. The H.R. specialists draft statement, which is currently being reviewed by top management, defines their mission as: The promotion and development of increased organizational effectiveness through the application of human resources concepts and technologies. Specific goals are improved communications, improved planning and decision-making with increased employee participation, enhanced management proficiency in developing and maintaining individual and group performance, increased cooperation throughout the organization and enhanced ability to manage internal change and the impact of external change.

Airlines Multiply

Just how much the airline industry has changed since deregulation was emphasized in a recent speech by Donald R. Segner, FAA's Associate Administrator for Policy and International Aviation. Speaking at an FAA-sponsored seminar for commuter operators, Segner noted that the number of Part 121-certificated scheduled air carriers has increased from 30 to 73 since 1978. In addition, he said, "there are presently, by our count, 268 Part 135 commuter airlines providing regularly scheduled service and a total of 4,513 Part 135 airline and air taxi operators engaged in air commerce in the U.S."



DOUGLAS DC-4

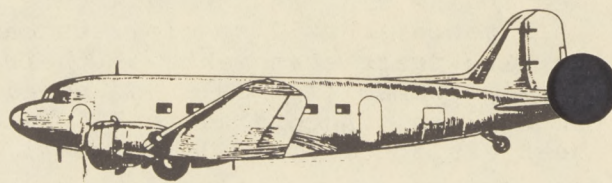
Open Season Extended

The Federal Employees Health Benefits open season originally scheduled to close Dec. 10 has been extended through Dec. 23. The Office of Personnel Management (OPM) announced the extension because of unexpected delays in printing and distributing of open season materials. The FAA Depot has informed Intercom that as soon as the materials arrive from OPM, they will be shipped to agency field redistribution points by priority air freight.

ATC Pay Bill

The first step to identify employees eligible for revitalization pay has been virtually completed. Employees who have been and currently are in eligible positions will receive an initial payment the first week of January. The second step, which will identify both separated employees and employees who have had eligible service but are not currently in covered positions, is scheduled to begin immediately.

In connection with this step, FAA managers will notify on-board employees that they must identify themselves if they had covered service which has not been identified. Personnel offices will provide a special form for this self-identification. These forms and all list of employees eligible under step two must be returned by January 7. Eligible employees will then receive a timely report of their eligibility. The payments resulting from this second step will be issued May 10.



DOUGLAS DC-3

Aero Research Backed

Federal investment in aeronautical research and technology is vital to the national interest and will continue to receive strong backing from the Reagan Administration. That's the word from the President's Science Advisor George Keyworth who announced recently that a six-month study by an inter-agency task group had convinced the Administration that "aero R & T remains a solid investment."

As a result, he said, the Administration has scrapped tentative plans that would have "drastically reduced" Federal expenditures for non-military aeronautical R & T. The task force found that aeronautical research continues to have immense strategic value -- both for defense needs and for the economic benefits to the nation from a healthy civil aviation manufacturing industry. Task force members included two FAAers -- Deputy Associate Administrator for Aviation Standards Tony Broderick and Northwest Mountain Region Director Chuck Foster.

Satellite Spots Downed Plane

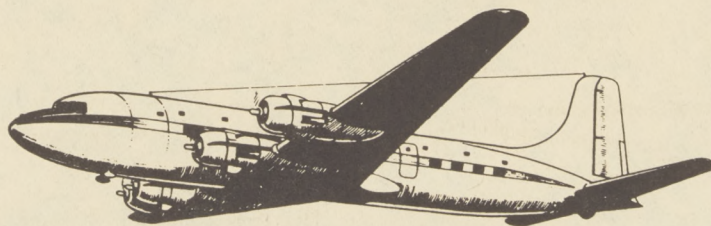
A Soviet satellite equipped to receive Emergency Locator Transmitter (ELT) signals alerted U.S. search and rescue authorities recently to the crash of a twin-engine private aircraft in southern Virginia. As a result, Virginia state police were quickly dispatched to the scene but, unfortunately, all aboard the aircraft died on impact.

The Soviet satellite is the first of four -- two Soviet and two U.S. that will orbit the earth as part an experimental program "to demonstrate that detection and location of distress signals can be greatly facilitated by the use of global-monitoring system based on low-altitude near-polar orbiting spacecraft." Any ELT signals detected by the satellite network will be relayed, along with doppler shift data, to ground stations maintained by the U.S., U.S.S.R., Canada and France. The ground then will use the doppler data to plot the location of the downed aircraft.

ARTS II Update

Just as the ARTS II (Automated Radar Terminal System) was commissioned at Stockton, Calif., on Nov. 15, the agency picked up an option with Burroughs for 20 additional ARTS II TRACON displays. This equipment is slated for ARTS II sites including Stockton, which are being converted from tower cab operations (TRACAB) to IFR Room (TRACON) sites. The commissioning of the Stockton facility brings the number of FAA ARTS II sites to 81. FAA also has six additional ARTS II on order

with one of them designated to go to Baton Rouge, La. in March 1984, and another to the FAA Depot for use in contingencies such as in-service cutovers. Installation of the other four is keyed to the installation of airport surveillance radars at Pasco, Wash., Moses Lake, Wash. Poughkeepsie, N.Y., and Brownsville, Texas. TRACON conversions in 1984 are scheduled for: Champaign, Ill., Wilkes Barre, Pa., Kalamazoo, Mich., Great Falls, Mont., Gulfport Miss., Waco, Texas, and Stockton.



DOUGLAS DC-6

Speaking of Sports

Normally Air Traffic's Roger Brubaker doesn't report sports for Intercom. But Roger has a special interest in a horse called Flo Control and not just because he is the Manager of the Central Flow Control Facility in Washington headquarters. The horse is owned by Roger's brother, Joe, who is the flow control manager at the Seattle enroute center.

So when Flo Control ran recently in the Main Battalion Support Purse at Longacres race track in Renton, Wash., Roger was on hand and filed this report: "Flo Control left the starting gate at the properly assigned release time, navigating via the preferred routing, and finished without delay 3 1/2 lengths in front of the nearest competitor with a total of 11 others in-trail. No NAPRS delays were encountered in the respectable time of 1:10:1/5." Roger neglected to mention how much money he had riding on Flo Control's nose.



JUST LOOK
FINDING MONEY

Government 'Girls' Sought

Rose Rhoda Hochstein, a Contract Officer in the Logistics Service, may be featured in a book that is being written about how government girls worked and lived in Washington during and shortly after World War II, when working women were still called "girls."

Hochstein lived in the West Potomac Park G.I. Girls apartment and later at "Arlington Farms." It was this complex that was characterized as "35 acres of girls" in a 1950's Reader's Digest article. The latest book on the adventures of these working women of Washington is in the formative stages. Other FAA women who once lived at Arlington Farms are asked to contact Hochstein on 68244.

Tie Clasp Found

A memorial tie clasp "that looks valuable" was found last week in front of the FAA Building. If you lost same and can identify it, call Gary at 755-3280.

USIA Moving In

FAAers in Southwest Washington are going to get some new State Department neighbors beginning next month. Starting the second week of December and continuing through April 1983, the U.S. Information Service (USIA) will be moving into the new office building at 4th and Streets, S.W. Since there will be cafeteria in the new building, the new influx of government employees is not expected to overburden area restaurants.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Headquarters Intercom

Leave May be Restored

The "exigency of the public business," necessitated by the August 1981 controllers' strike, has been extended through the 1983 leave year. What this means for FAA employees is that those who lose leave during 1983 may have it restored if they are at a facility where operational needs continue to require restrictions on annual leave usage. Authority to restore forfeited leave again may be delegated to the facility manager level.

FAA/GSA Agreement Speeds Computer Replacement Program

FAA and the General Services Administration signed an interagency agreement Dec. 2 that will help speed FAA's procurement of new air traffic control computers.

Under the agreement, GSA will assign an Agency Liaison Officer (ALO) to FAA on a full-time basis to assist FAA with the acquisition of new "host" computers to replace the present IBM 9020s in enroute centers. The new computers will host—that is, use—the existing 9020 software.

The ALO will advise the Director of FAA's Advanced Automation Program Office, Valerio R. Hunt, on technical, policy and regulatory matters related to the computer replacement program. He also will coordinate and facilitate GSA activities in support of the program.

FAA plans to initiate procurement action on the host computers later this month by issuing a request for proposals for the initial design competition phase. This is expected to lead to dual contract awards next June.

The competing systems will be thoroughly tested and evaluated at the FAA Technical Center at Atlantic City, N.J., and one team selected to proceed with production. The first delivery is scheduled for 1985 with all on site by the end of 1987.



Signing the agreement which gives FAA the go-ahead for the new "host" computer buy are: (front row left) FAA Administrator Helms and GSA Assistant Administrator Frank Carr. Behind them are: (from left) Valerio R. Hunt, Director, Advanced Automation Program Office; Robert Ross, Manager, GSA Liaison Program Division; and John Hargett, GSA/FAA Liaison Officer.

Rotorcraft Office Established by Agency

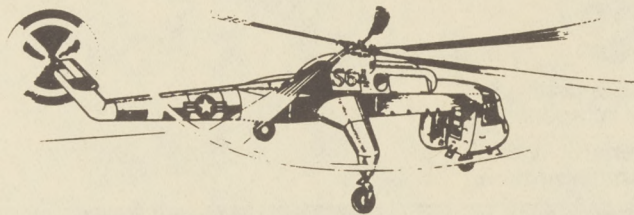
Recognizing the growing importance of helicopters in air transportation, the agency has established a Rotorcraft Program Office and named Jerry Chavkin to run it. Chavkin presently is Manager of the Aircraft Engineering Division in the Office of Airworthiness. The new program office will serve as the focal point for all FAA rotorcraft matters. It will report directly to the Associate Administrator for Aviation Standards.

The first major task of the rotorcraft office is to complete work on an agency master plan for rotorcraft through the year 2000. The plan presently is undergoing internal coordination and, when this is finished, the agency plans to hold public workshops to solicit input from the rotorcraft industry.

Chavkin is both an aeronautical engineer and pilot. He joined FAA in 1963 to work on the supersonic transport (SST) development program.

President Cites FAAers

Six FAA officials are among 200 members of the Senior Executive Service singled out by President Reagan for "sustained exceptional performance" during 1982. Cited as "Meritorious Senior Executives" were Anthony J. (Tony) Broderick, Deputy Associate Administrator for Aviation Standards; Gerald L. Thompson, Director of the Systems Engineering Service; James A. Wilding, Director of the Metropolitan Washington Airports; Harvey Safeer, Director of Aviation Policy and Plans; James E. Richardson, Deputy Director of the Aeronautical Center; and William A. Plissner, Director, Office of Budget.



SIKORSKY S-64 "FLYING CRANE"

Common Frequency Use Stressed by FAA

FAA recommends as a good, safe operating practice that pilots use a common radio frequency when operating at an airport that does not have an operational tower so that other pilots will know where they are. The agency is making it easier for pilots to follow this recommendation and has announced plans to publish in widely-read aeronautical publications the Common Traffic Advisory Frequency (CTAF) for all uncontrolled public-use U.S. airports.

The new CTAF program is described in the recently-revised Advisory Circular (90-42C), "Traffic Advisory Practices at Uncontrolled Airports," which is being distributed in the aviation community. The revised AC also spells out in greater detail self-announced procedures whereby pilots broadcast their positions or intended flight activity. Moreover, additional recommended phraseology has been provided for UNICOM and self-announce operations. Also included is guidance for ground vehicle operators and IFR operations at airports without a tower or FSS, as well as information on radio control of airport lighting systems.

In the Regions & Centers

Craig Kept 'em Flying

The Southwest Region's Larry Craig has been selected for the Air Force's Meritorious Service Award for his support of military flight operations during his tenure as chief of the Lubbock, Tex., control tower. He is believed to be the first FAAer to receive this prestigious award, which is the highest award that can be given to a civilian by a USAF chief of staff or head of a major command. Now an air traffic section chief in the regional headquarters, Craig was cited for the outstanding job done by Lubbock approach control in handling flights at nearby Reese AFB, which is one of the busiest training facilities in the world. The award is scheduled to be presented to Craig on Dec. 9 by General Thomas M. Ryan, Jr., Commander, Air Training Command.

Windshear Alert Goes Operational

A Low Level Windshear Alert System (LLWAS) went operational for Runway 25 complex at Los Angeles International last month. The system obtains wind speed and direction from five sensors located around the airport periphery and, through a mini-computer, compares them with wind data obtained from near the airport center. When there is a significant difference between centerfield and periphery winds, this information is passed on to pilots as wind shear advisories. So far 58 of the 110 projected LLWAS have been installed. All systems are scheduled to be operational by early 1985.

A Man for All Seasons

The Alaskan Region's Dick Griffith pursues the kind of active outdoor life most of us would lead if only we didn't have to stay home and watch Monday Night Football, walk the dog and carry out the garbage. An airport engineer in the Anchorage Office, Griffith has rafted rivers, scaled mountains, and trekked from one end of Alaska to the other (see September 1980 FAA World).

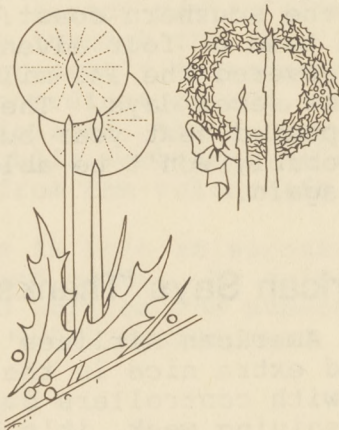
His latest exploit was a "run" down the rugged Kenai Peninsula which juts into the Gulf of Alaska from the southern coast. Griffith led a team of four adventurers that covered the 145-mile distance in just seven days. The race will be repeated next year but most of us probably won't be able to make it...again.

American Says 'Thanks'

If American Airlines' pilots seemed extra nice in their dealings with controllers during Thanksgiving week, it's because... well, they were trying. American had designated the seven-day period, beginning Nov. 27, as "ATC Appreciation Week" and urged pilots to let the controllers know "how grateful we are" for their Herculean efforts in returning the system toward normalcy. In an operations bulletin distributed to all flight crews, American said: "During ATC contacts, as circumstances permit, let's try to thank each controller for 'staying on the job and making the system work so well'--or words to that effect. We want them to understand that among the air carriers, American is one airline in particular that appreciates what these dedicated people have done for us."

RBO to Meet in Auditorium

A public meeting on "Regulation by Objective" is scheduled for Thursday, Dec. 9, in the third-floor auditorium of FAA headquarters. The meeting will focus on the recent FAA notice of proposed rule making which would replace the present detailed operational rules for air carriers with a more flexible system that permits the introduction of innovative new techniques for meeting safety objectives. Discussion begins at 9 a.m.



Cafeteria Xmas Party And 'New Look' Planned

On Dec. 8, FOB-10A employees should get their afternoon snacks early. The second floor cafeteria will close at 2 p.m. that day so that food servers can serve themselves a Christmas party. After the first of the year a new look is planned for the cafeteria. Coffee will be served in new china cups and a new distinctive china pattern will be in use throughout the cafeteria. Also employees will be decked out in new uniforms.

Mid-Life Crisis Discussed

Dr. Richard Simmons will speak on the mid-life crisis in Rm. 4234 of the Nassif Building at 12 noon, Dec. 7. All FAAers are invited to the talk sponsored by the Southwest D.C. Chapter of Federally Employed Women (FEW). Simmons who has presented his subject on Washington radio, will aim his talk particularly at the 30 to 50 years-old age group.

Ski Trips Planned

The Pentagon Ski Club is soliciting members and is open to all Federal employees. This winter trips are planned to Greek Peak, N.Y.; Hunter Mountain, N.Y.; Big Boulder, Pa.; Mont Tremblant, Quebec Province; Sugarloaf, Me.; Sugarbush, Vt.; and Innsbruck, Austria. For additional information call Ric Nauen, 576-3442.



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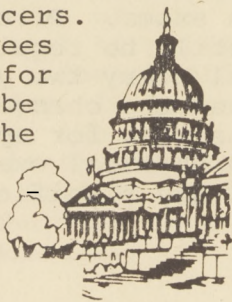
**Federal Aviation
Administration**

Headquarters Intercom

Medicare Extended To Federal Employees

Recent legislation has extended the hospital insurance portion of Medicare to Federal employees, effective Jan. 1. All indications are that employees will be eligible for this coverage if they have at least one day of service in 1983 and they meet other service requirements. These requirements vary with age and other factors and may be based on a combination of Federal service and Social Security coverage.

According to informal instructions provided to the agency, an employee could retire Jan. 1 and be eligible for the hospital insurance. However, those retiring on this date will not receive their first annuity check until March, since the annuity would not begin to accrue until Feb. 1. The Office of Personnel and Training notes that various options are open to retirees and should be discussed with personnel officers. For all employees the deduction for Medicare will be reflected in the pay checks received on or about Jan. 4.



AF Workforce Studied

FAA teams from headquarters and the field will begin collecting data next month in the first phase of a review of the work performed by the Airway Facilities technical workforce. The teams of program and personnel specialists will interview technicians and supervisors at both general NAS and ARTCC sectors to determine the impact of new technologies and changing maintenance concepts on AF job requirements.

Interviews also will be conducted with individuals from the private sector and other Government agencies. The target date for completing this phase of the study is October 1983. If the data indicates that changes are appropriate, a second phase will be launched. This could involve the development of new agency standards and guides for AF personnel or the modification of existing ones.

Budget Bill Gains

The FY 1983 DOT/FAA appropriations bill has cleared another major hurdle in the Congress and chances now look good for its passage in the current "lame duck" session. On Dec. 9, a joint House-Senate conference reached agreement on the FY '83 spending levels, clearing the way for floor votes in each house on the conference report. If approved, the measure then goes to the President for signature.

Crash Findings Disputed

The Administrator has filed a strong dissent to a recent National Transportation Safety Board ruling that air traffic control was equally responsible with the flight crew for the September 1978 San Diego mid-air collision. In a letter to NTSB Chairman Jim Burnett, the Administrator asked how the Board could amend its original determination of probable cause to include air traffic control on the basis of an Air Line Pilots Association petition which it had "systematically rejected."

He cited the Board's own finding that the petition had not presented any substantial new evidence but only a "different interpretation of previously known facts." He also defended the controller responsible for handling the flight, pointing out that he "was clearly expecting the pilot to fulfill his obligation to maintain visual separation from the aircraft which he had reported in sight, and the controller was totally justified in doing so."

Accordingly, the Administrator asked the Board to reevaluate its amended findings of probable cause which, he said, are "totally inconsistent with the facts."

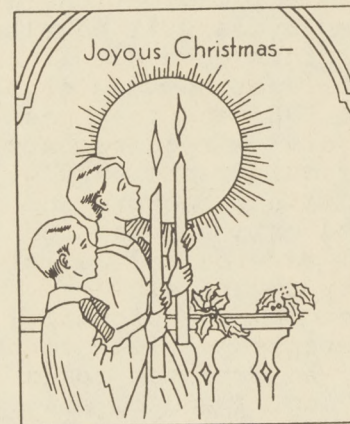
Change in Medical Rules Proposed by Agency

The agency has proposed a change in the duration of medical certificates to allow less-frequent physical examinations for a vast number of younger pilots. The proposed change, which would apply to private and student pilot only, recognizes that a person's chance of becoming physically incapacitated is largely a function of age with younger individuals posing less of a risk than older ones.

ATC Pay Step Completed

The first step to identify employees eligible for revitalization pay has been completed. The initial step identified employees who were in eligible positions on November 5, 1982. Employees should receive their notifications shortly, and UPS will calculate pay eligibility retroactive to September 19, 1982, for payment on January 4, 1983.

Employees who do not receive a notification and feel that they had eligible service, or who feel the notification was incorrect, must use the special form provided by their personnel office for self-identification, and return the form to the personnel office by January 7, 1983.



Accordingly, the proposal would allow pilots under 34 years of age to go five years between required physical exams instead of the present two years. Those age 34 could go four years before the next physical and those 35 through 55 would be allowed three years between exams. Pilots over 55 would still be required to get a physical every two years. FAA estimates the change will eliminate the need for approximately 116,000 physical examinations a year without any significant reduction in safety.

In the Regions & Centers

Everything's Up to Date In Kansas City

Two more milestones in the ATC recovery program were reached in middle America on Dec. 13 when the Kansas City enroute center dropped all restrictions on flights within its boundaries, and Kansas City International was removed from the list of capacity-controlled airports.

The Kansas City Center became the eighth enroute facility to suspend flight restrictions under a schedule that will free all 20 centers in the contiguous 48 states by the end of next summer. The other seven are Seattle, Salt Lake City, Albuquerque, Washington, Jacksonville, Atlanta and Memphis.

The action applies only to flights within center areas and not to flights between centers. These restrictions will be phased out later. Kansas City International is the third of the original 23 capacity-controlled airports to return to normal operations. Seattle was dropped early in the recovery program and Washington National earlier this year.

A New Look

In the Southwest Region, the traditional all-male airport inspection team was replaced recently by an all female group. The women, including three Texas Aeronautics Commission employees and Juanita Jordan of the Southwest Regional Airports Division, flew a Cessna 310 light twin on their Nov. 16 inspection trip. That day, the women inspected Corsicana Municipal Airport in the Dallas/ Fort Worth area and the Cherokee County Airport near Houston.

Federal Funds for Heliport

Early next year, construction is expected to begin in downtown New Orleans on the first public-use heliport to be built with Federal Airport funds. The initial construction phase will be financed by a \$500,000 grant approved by FAA this fall under the fiscal year 1982 Airport Improvement Program.

The site-selection study as well as the environmental assessment also were done with the help of Federal funds. Scheduled for completion in the early summer of 1984, the heliport will consist of a 60 x 60 landing pad equipped for instrument approaches.

New Orleans has a particularly pressing need for a downtown heliport because of the heavy helicopter traffic associated with offshore oil operations in the Gulf of Mexico. The location of the heliport directly behind the New Orleans superdome also will provide convenient access to this heavily used stadium.

NTSB Expands Airport Study

The National Transportation Safety Board has expanded its study of airport certification and operations to include 14 major facilities. Those selected were Washington National, Dulles, Kennedy, La Guardia, Los Angeles International, Burbank-Glendale-Pasadena, Houston Intercontinental, Houston Hobby, Chicago O'Hare, Chicago-Midway, San Diego-Lindbergh, Denver Stapleton, Boston's Logan and Ft. Lauderdale-Hollywood, Fla. Announced Oct. 13, the study will review the adequacy and enforcement of airport certification criteria, including design standards, crash-fire-rescue capabilities, runway markings and bird hazards.

Two Women Join Comm Center Staff

For the first time, women are now on the staff in headquarters Communication Control Center, training to be duty officers. Barbara Gordon and Susan Hawes both bid on the duty officer trainee jobs because they were looking for a change and wanted a new challenge.

Barbara, who came to the FAA in 1965 as a secretary in the Office of Personnel and Training, reports that she has found both. She said she likes the work and has enjoyed her personal contacts with top-level people both in and out of the agency.

She noted that when she first started answering the phones, people often hung up. They explained when they called back that they had assumed they had a wrong number when they heard a feminine voice. "But they are getting used to us now," she said. Barbara is right at home working in Washington. She is a native of the Capital City and has spent her entire FAA career at headquarters, first as a secretary and subsequently as an administrative assistant.

Susan, on the other hand, has held agency jobs literally "from the rock-bound coast of Maine to the Golden Gate." She has worked as a secretary in the Portland, Maine, Tower and the San Francisco Bay TRACON. She joined the agency nine years ago as a secretary in the headquarters Office of Budget.

She sees the duty officer job as a chance to move up, and she intends to make a career of it. She finds it "totally different" from the secretarial jobs she previously held. Answering approximately 100 phones and learning just what to do with each call is keeping her busy, and she likes it.



The two female duty officer trainees stand regular watches while in training. Standing is Susan Hawes and in foreground is Barbara Gordon.

According to Communications Control Center manager James M. Davis both women are doing just fine. "In both cases," he said, "their progress is more than satisfactory."

'Until I Get Caught' Shows Depth of Tragedies

To help celebrate National Drunk and Drugged Driving Awareness Week a movie, entitled "Until I Get Caught," will be shown in the third floor auditorium at 10 a.m. and 2 p.m. Dec. 16. The movie takes a penetrating look at accidents caused by drunk and drugged drivers. It depicts the depth of the tragedies in interviews with survivors, the scope of the problem and what some communities are doing about it.



U.S. Department
of TransportationFederal Aviation
Administration

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The Man in the Red Flannel Suit



The News in Brief

o If you've got the air fare and you don't get to where you want to go over the Christmas-New Year's holidays, it won't be FAA's fault. In a move that reflects the continuing progress of the ATC rebuilding efforts, the agency expects to approve more than 800 charter flights and extra sections for the holiday period. Although airline passengers may experience some delays because of heavy traffic at a few major airports, air travel over the holidays shouldn't be a heck of a lot different than in pre-strike years. (See page 2)

As a kid growing up in Brooklyn, FAA's Seymour Horowitz was warned continually that he would end up with his picture on the Post Office wall if he didn't mend his ways. He ignored the warnings and, sure enough, today his picture is on Post Office walls all over the country.

Fortunately, in keeping with the spirit of the season, this story has a happy ending. Seymour is not "WANTED" for anything, not even for doing a bad impersonation of Santa Claus. Indeed, it was the fact that he bears very little resemblance to that legendary North Pole aviator and philanthropist that prompted the Post Office to select him for a Christmas poster that illustrated the pleasures of stamp collecting.

It seems the Post Office wanted to portray an average person in a Santa Claus suit rather than what passes for the genuine article. Anyway that's the explanation we get from Seymour who is an economist and a part-time actor and model when he's not at his desk working as an operation research analyst at Washington headquarters. Intercom is reprinting the poster here as its means of conveying the traditional holiday message of peace and love and joy to all FAA employees. Seymour may not fit the accepted mode of a really great Santa but he serves our purpose just fine.



News Briefs (From page 1)

o FAAers who reach out and touch someone from their Oklahoma City motel room could be in for a surprise when they get the bill. Some Oklahoma City area motels are now assessing a 25% to 40% service charge on long distance telephone calls made from their rooms. FAAers staying in Oklahoma City should check with motel desk clerks concerning service charges prior to making long distance calls.

o Bernard A. Geier, the General Aviation and Commercial Division Manager in Flight Operations, has been cited by the International Council of Air Shows for "his outstanding contributions to the air show industry and aviation." The council's annual Award for Excellence was presented to Geier Dec. 4 at the ICAS convention in Orlando, Fla.

o The agency has extended the public comment period on its regulation by objective (RBO) proposal until May 20, 1983. The extension will allow the public and aviation industry more time to study the proposal and submit meaningful comments. It also will permit the agency to develop advisory circulars detailing acceptable methods of complying with the RBO system.

o With the ink hardly dry on the new ultralight rules, the Aircraft Owners and Pilots Association (AOPA) already has asked for an exemption to permit two-place ultralight aircraft to be used for flight instruction. Currently, these two seaters must be certificated as "experimental" aircraft and cannot be used for paid dual instruction or other commercial purposes. AOPA's two-place ultralights would be placarded as follows "To Be Used for Instruction Only."

Information Lack Blamed For Boston Logan Crash

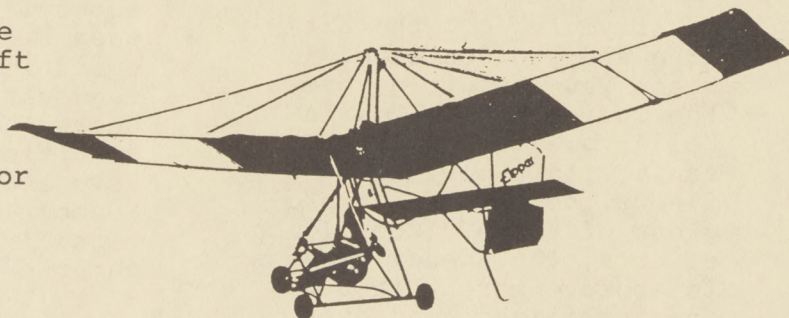
The National Transportation Safety Board has ruled that the probable cause of the World Airways DC-10 accident at Boston's Logan International Airport last January was "that the pilot landed the airplane without sufficient information as to runway conditions on a slippery, ice-covered runway."

The aircraft skidded off the end of the runway into Boston Harbor with the apparent loss of two passengers who never were accounted for.

The Board blamed the lack of adequate information on what it characterized as deficient FAA regulations and also cited tower controllers for their failure to pass on available braking information.

The airport management was faulted for not exercising "maximum efforts to assess and improve the conditions of the ice covered runways..."

In addition, the pilot was criticized for his decision to use a computerized, automatic approach speed which may have added to the severity of the accident.



In the Regions & Centers

Speaking Up for FAA

When Sacramento Bee writer Herb Michelson used a Wall Street Journal article as the source for a negative column on the ATC rebuilding effort, he heard about it quickly from the staff of the nearby McClellan radar approach control facility (RAPCON).

Six controllers subsequently met with Michelson and pretty much turned him around. To his credit, Michelson did a series of three columns that quoted the controllers at length and the bottom line was: "It's much better here now than before the strike."

FAA's Public Affairs Office in the Western-Pacific Region subsequently circulated the series of articles, noting that "the obvious changes in the article are due to persistent, positive input at the local level. This attitude could well be emulated in other areas."

ANM Move Wins Award

The consolidation of the Northwest and Rocky Mountain Regions--with all the shifting of people and furniture and equipment--didn't just happen.

There were dozens and dozens of people working behind the scenes to make sure the move went smoothly.

And now the agency has recognized that achievement by presenting a Logistics Honorary Award to the Logistics Division of the new Northwest Mountain Region for "outstanding dedication and service" in handling the consolidation.

The justification for the award noted that the consolidation "created monumental tasks in obtaining work space for additional employees, furnishing assistance and support for employees requiring PCS (permanent change of station) moves, and relocating nearly 300 employees to the new Regional Headquarters." Then there was all the furniture and equipment that had to be redistributed, telephones that had to be switched and that's not the half of it.

MSPB Finishing Up Striker Appeals

The Merit Systems Protection Board essentially has completed hearings in the appeal cases filed by air traffic controllers removed from their positions as a result of the 1981 strike. To date, 10,188 hearings before MSPB presiding officials have been held, and decisions reached in 1,672 cases. The agency's removal actions have been sustained in 597 cases and reversed in 75. In keeping with the agency's policy of appealing cases only where warranted, FAA has decided to seek review in only 11 cases.

Lima Job Open

The International Civil Aviation Organization (ICAO) has a two-year job opening for an air transport officer in Lima, Peru. Gross salary is \$30,518, and the tax-free net is \$21,600 to \$23,104. Applications are due in API-19 by Jan. 7.

New Phone Book Due Next Month

The new Department of Transportation phone directory, which will reflect the latest FAA engineering reorganization, is almost finished and is scheduled for distribution next month. New FAA offices, including Program Engineering and Maintenance Service, System Engineering Service and the Office of the Associate Administrator for Development and Logistics will be listed in this January '83 directory.

Free Fitness Evaluation

All DOT Headquarters employees are eligible for a free aerobic fitness evaluation offered by the DOT Fitness Center. The evaluation includes walking on a treadmill to analyze the ability of the individual to utilize oxygen for energy and also will check for blood pressure, heart rate, body weight, percent of body fat, and trunk flexibility. The Fitness Center staff provides each participant with a personalized exercise prescription based on the results of the test. The staff also conducts structured fitness training classes to accommodate a variety of work schedules. These classes are held early morning, lunchtime, and late afternoon. For additional information call 755-1891.

Toastmistress Meetings

The Dec. 22 and 29 meetings of the FAA Toastmistress Club have been cancelled because so many members will be on vacation for the holidays. For additional information call Lucy Dunson, x63589; Mary Shea, x62661 or Ruby Jones, x68256.

Salute to Government Workers Planned

The straw that broke the camel's back might have been the "bureaucratic doll," a novelty paperweight made of red tape that sits on papers and does nothing. At any rate, some 25 professional associations that represent government workers finally got tired of hearing all the bad jokes about their members and organized the Public Employees Roundtable with the idea of setting the record straight. As part of its educational campaign, the Roundtable people have designated Jan. 10 as Public Employee Appreciation Day and is planning a 12 noon rally in the new D.C. Convention Center. Plans for the rally still are being firmed up but organizers are expecting a star-spangled speaker's list that will sound the Roundtable campaign theme of "Public Service for the Public Good."

Civil Rights Director Presents Awards

Civil Rights Director, Leon C. Watkins recently presented Group Special Achievement Award Certificates and lump sum cash awards to staff members for effectively implementing the office's newly assigned responsibility of investigating discrimination complaints filed by FAA employees and applicants. Watkins said the performance of the group in Fiscal year 1982 resulted in significant cost-savings to the agency. Recipients were: George Gordon, Audrey Simmons, Richard Desautels, Barbara Hinton, Mary Streat, Irene Martinez and David Micklin. At the same Dec. 10 recognition ceremony Mary Borg and Dorothy Treadwell received a Quality Step Increase and a Special Achievement Award respectively.



U.S. Department
of Transportation
**Federal Aviation
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Headquarters Intercom

The News in Brief

- Captain Henry A. "Hank" Duffy, the newly elected president of the Air Line Pilots Association, recently received an informal briefing at FAA headquarters in preparation for taking over the nation's largest pilot union.

After a luncheon with Deputy Administrator Mike Fenello, Duffy was briefed by key Aviation Standards officials, including Associate Administrator Walter Luffsey; Aviation Safety Office director William L. Fromme, and Federal Air Surgeon H. L. Reighard. Discussed at the briefing were programs selected by Duffy. They included ATC modernization, the new computerized enforcement information system and medical issues.

- Flight, at least lighter-than-air flight, will be commemorated by a block of four stamps (right) scheduled to be issued in February. (See page 2)

Administrator Talks On Human Resources

A major goal of FAA's Human Relations Program is to open up new avenues of communications and participation within the agency, the Administrator told a Washington headquarters audience on Dec. 21. One of these avenues will be provided by the recently-hired corps of Human Resources Specialists who will help to establish lines of communication. "They have the freedom to go into any function in any place in the country, sit down and talk with our people and find out what the problems are and help the people involved solve them."

The Administrator noted that every complaint is not going to be resolved "but every employee has a right to be heard." Continuing he said he wants to create "a new mood"—one in which all employees have the opportunity to express their ideas and have them considered and then told (See page 2)



News Briefs (From page 1)

Depicted on the stamps, which were recently announced by the Postmaster General, will be a variety of hot-air balloons. The specific date of the issue is yet to be announced.

o The agency has adopted a new regulation that will allow flight attendants a bit more freedom when their aircraft is on the ground at intermediate stops. Current rules specify that all required flight attendants must remain on the aircraft at these stops when passengers are on board.

This will change Jan. 16 to allow up to one half of them to leave the aircraft to perform related duties such as helping elderly or handicapped passengers aboard, accompany minors or coordinate with ground crews. Under these circumstances, however, at least one floor level exit must remain open to speed passenger evacuation in an emergency.

Human Resources (From page 1)

why those ideas can or can not be implemented.

The Administrator also had high praise for FAA employees noting that "the talent level that I've encountered from the highest level right down to the lowest level has been outstanding."

Indicating that his view of FAA has changed somewhat since taking over as the agency's chief executives, he said: "There just is no question that I was not prepared for the talent level of people that there are in government and this agency. Perhaps I'm biased but I have to believe this agency is just a mark above the rest of them."

The Administrator's address was both audio taped and video taped for distribution to all agency elements.

FAA Budget Passes With Flying Colors

DOT/FAA emerged from the recent "lame duck" session of Congress in better shape than most of its counterparts in the executive branch of government. The agency now has an approved Fiscal Year 1983 budget, signed by the President, whereas the majority of other agencies will be funded under the provisions of a stopgap measure known as a Continuing Resolution.

Among other things, the FY '83 budget includes a big increase--more than \$400 million in facilities and equipment (F&E) which will permit the agency to proceed with the implementation of the National Airspace System Plan.

The Administrator told a Washington headquarters audience on Dec. 21 that he considers it a "good budget" but indicated that problems could result if the agency has to absorb recent pay increases without a supplemental appropriations.

The total budget exceeds \$3.3 billion, and this does not include the money authorized for the Airport/Airway Improvement Program (AIP). As usual the largest item is Operations which, at \$2.5 billion, is some \$300 million more than the FY 1982 total. Other major items include F&E at \$625 million, and R&D at \$103 million. The agency also is authorized to allocate \$600 million in AIP funds during the year.

Pay Cap Lifted

The pay cap has been lifted by Congress for both top level GS and SES employees. The Office of Personnel and Training has not received official confirmation of actual pay rates, but tentative rates are available. According to these estimates, the SES cap has been lifted to \$67,200 and the GS cap to \$63,800. Also not yet confirmed is the effective date of the pay hikes.

Payroll Team Appointed

Employees who may have had problems with their pay can now be assured that something is being done about the situation. At the request of the Administrator as another facet of his human relations program, a special Payroll Study Team has been appointed and is studying way to improve the flow of information between personnel and payroll organizations. The three member team is made up of analysts from the Office of Accounting, the Office of Personnel and Training and the Office of Management Systems.

PATCO Trust Fund Goes to Creditors

A federal bankruptcy court has ruled that the \$4 million held in the Professional Air Traffic Controllers Organization (PATCO) trust fund belongs to the organization's creditors and not former PATCO members. Judge Roger M. Whelan wrote that a trust fund is "void and of no effect" when the purpose of it is to defeat a public policy or where it's prohibited by law. The decision came in a suit filed by the Air Transport Association.

ATC Checks Stepped Up

The Administrator recently told the NTSB that he has directed the agency to step up its program of inspection and surveillance of the air traffic control system.

The Administrator described the program in a letter to Jim Burnett, Chairman of the National Transportation Safety Board, which earlier had issued recommendations concerning training procedures for newly trained and certified controllers.

In his letter to Burnett, the Administrator said he was pleased to note that the NTSB "discovered no procedures used by our new controllers that were unsafe." He also said this confirmed earlier findings by other investigative bodies that the airways today are as safe--or safer--than prior to the illegal strike of Aug. 3, 1981.

"However, I concur with the NTSB recommendations reflecting a continuing need for vigilance, and even extra caution during the period of gaining indepth experience by the new controllers. Such a period would extend at least through December of 1984, and in some cases, could extend up to two years longer."

The Administrator also pledged his continued involvement in these extensive safety checks of the system, and directed "the active participation of our most senior and qualified executive officials in this effort."

Bicentennial Events Set

As previously reported in Intercom, 1983 is the bicentennial of manned flight. The Nov. 21, 1783 flight of a Frenchmen named Jean Pilatre de Rozier will be commemorated by special events throughout the year. Air and space highlights in the Washington, D.C. area include the following:

- March--Aerospace Symposium at BWI Airport features Johns Hopkins University Space Telescope,
- April--Kennedy Center Concert and multi-media gala including music from Mozart to Star Wars, a variety of pictures ranging from the Montgolfier balloon to the landing on the moon, and excerpts from Exupery to Bradbury. The gala will be recorded and made into a commemorative album of flight.
- May--Air and Space Museum celebration opens and includes an international art exhibition, which will run through September.
- July--International Balloon Rally on the Capitol Mall...the Concorde and other supersonics will be on view at Dulles International Airport.
- August--The Treaty of Paris Trophy race for ultralight aircraft from Annapolis, Md., to Glenn L. Martin Field in Baltimore.
- November--French Embassy reception on Nov. 21, will celebrate the actual anniversary.
- December, Wright Trophy Annual dinner in Washington will also commemorate the 80th anniversary of the first powered, heavier-than-air flight at Kitty Hawk, N.C.



Metro Line May Open Early

The Metro's Yellow Line, which will whisk FAAers in less than 15 minutes from FAA headquarters to Washington National Airport, may be operating as early as April 1983 if cars can be made available. The line was originally scheduled to open in late 1984, but track and station construction were completed ahead of time.

It is the shortage of cars that may keep the line from being opened early. Starting in January Metro will begin experiments to determine if cars can be pulled from other lines without disrupting service.

Snow and Ice Coming

In spite of the mild weather we have been enjoying, this is a good time to start thinking about snow, ice and hazardous commuting weather. The Office of Personnel Management has once again issued procedures for dismissals and closing of Federal agencies during bad weather and other emergency situations in the Washington, D.C. metropolitan area.

OPM advises Federal employees to listen to their radios or TVs during inclement weather because decisions to close offices or authorize late arrivals will be communicated directly to the news media by OPM.

One of three basic programs may be called for: (1) closure, (2) early dismissal, or (3) delayed arrival/liberal leave. Closure and delayed arrival information will be passed on through radio and TV news programs. Early dismissal information will be passed along to employees on the job through regular channels.