

INTERCOM

FEDERAL AVIATION AGENCY

FAA Library

JUL 8 1966

William F. McLean
Administrator

66-27 July 5, 1966 *Technical Processing*

Branch, HQ-610

TRANSPORTATION DEPARTMENT CLEARS HOUSE GOVERNMENT OPERATIONS COMMITTEE. On June 29 the full House Committee on Government Operations approved the Department of Transportation legislation with amendments. This clears the way for consideration of the Bill by the House. Important amendments include designation of a Federal Aviation Administration by law and provision for the appointment of the Federal Aviation Administrator by the President subject to Senate confirmation. The Bill also provides that the heads of the aviation, rail, maritime and highway administrations and the Commandant of the Coast Guard will report directly to the Secretary. An Office of Accident Investigation under the Secretary of Transportation would be established to perform functions now carried out by the CAB's Bureau of Safety. In the meantime the Senate Committee on Government Operations concluded its hearings on June 29 and is expected to complete action on the Bill within the next few weeks.

HAPPY NEW YEAR! FISCAL YEAR, THAT IS. At midnight June 30 the 1966 fiscal year quietly slipped away and July 1 ushered in fiscal 1967. Since the Congress has not completed action on the Independent Offices Appropriation Bill which includes funds for the FAA, the Agency will function for the next few weeks under a "continuing resolution." This means that program levels must be held to those of 1966. Because of the relatively few increases in the Agency budget no particular difficulty is expected to result from the delay in the availability of 1967 appropriations.

UNNEEDED FORMS GET THE AX. A review of over 2,100 Washington Headquarters-originated forms has resulted in the elimination of 560 Agency standard forms. Another 350 will be improved and simplified. As a result of this review, 44 percent of all Headquarters-prescribed forms will disappear or be made more useful. Annual savings to the Agency are expected to exceed \$160,000.

ACCOUNTING CONCEPTS ESTABLISHED. A key milestone in the Agency's comprehensive Financial Management Improvement Program was reached on June 30 when informal approval of the Agency's handbook on Accounting Principles, Concepts and Standards was received from GAO staff and the handbook was formally transmitted by the Administrator to the Comptroller General. The principles set forth in the handbook provide the basic guidelines for improving the remaining accounting projects in the Agency's Financial Management Improvement Program and will help equip Agency managers with the information needed to effectively manage funds and control costs.

FLIGHT TESTS IN GYROPLANES CLARIFIED. An applicant for a private pilot flight test in a single-place gyroplane may have his piloting competency determined by an inspector who observes the flight test from the surface. The spreading popularity of gyroplanes makes it important that FAA personnel who deal with applicants for ratings be familiar with the procedures for awarding gyroplane ratings. The Agency's Pilot and Flight Instructor Handbook, 8420.1 (4/1/66), covers this subject in Par. 71, Chap. 4, on page 36. An applicant who demonstrates satisfactory competency in all aspects of the three-phase test should be issued a private pilot certificate with a rotorcraft/gyroplane rating, limited to solo flight operations.

NAFEC LIGHTING EXPERTS REPORT TESTS. Low-cost runway approach lighting patterns which could make operations at smaller airports possible in weather conditions of 200-foot ceiling and $\frac{1}{2}$ -mile visibility were described recently by NAFEC engineers before the Illuminating Engineering Society in Syracuse, N. Y. NAFEC's Robert F. Gates described tests using the standard 3,000-foot approach lighting system. In a search for ways to improve safety and reliability at smaller airports, the 30 rows of light bars, spaced 100 feet apart, were "thinned out" by shutting off alternate rows of lights. Still another pattern used only half--or 1,500 feet-- of the lights, and the configuration was further modified by adding flasher beacons at certain locations in the approaches. Based on 52 approaches during low visibilities, Gates concluded that two of the lighting patterns tested would be acceptable for weather minimums of 200 feet and $\frac{1}{2}$ -mile visibility with certain adjustments in operating practices. C. B. Phillips, FAA lighting expert, told the Society of tests on flush-runway type approach lighting which for the first time duplicates the standard elevated bar system. The experimental installation, made this spring at NAFEC, was made possible, Phillips said, by boosting the power-wattage of the lamps, using special prisms with larger areas and by increasing the number of lamps and lighting fixtures in the installation. FAA's Walter Fisher, Systems Research and Development Service, was chosen chairman of the Society's Aviation Committee.

UCR REVEALS SHOCKING SITUATION. If Clarence G. Reese were less analytical, he might have received a severe jolt by following instructions. If he were less thorough, other maintenance employees would have been exposed to the same danger. Reese, of SMS-664, Newburg, Ore., noticed while he was installing the spectrum analyzer in TACAN equipment that the instructions do not call for shutting off all power feeding into the analyzer. He filed a UCR pointing out how the discrepancy could cause injury to both personnel and equipment. An Agency-wide safety message resulted. New procedures on UCRs provide for a feedback to the originator showing action taken. Send yours in today.

FAA/DOD AGREE ON COMMON ATC PROCEDURES. Air traffic control procedures and phraseologies used at all facilities which provide air traffic service will be incorporated into one manual. Special ATC procedures used by the military services will be incorporated into the ATC Procedures Manual (AT P 7110.1B) as change number 8. The change becomes effective August 18, 1966. The project, long in development and coordination, was concluded recently by the signing of an FAA/DOD agreement which provides for the development of common procedures, recognizes the need for special procedures to support military requirement, and prescribes the publication, distribution and application of the manual.

TESTS AND INSPECTIONS PRESCRIBED FOR ALTIMETERS AND STATIC SYSTEMS. Procedures for inspecting and testing altimeters and static systems are covered in an advisory circular signed on June 17. The publication, AC 43-203, which is now being distributed to the field, includes information on who is authorized to perform the tests, the test equipment and the accepted procedures for performing the tests. Details of the circular will be brought to the attention of repair stations as soon as possible, and pilots will be notified through flight service stations.

AGENCY MEDICS SHIFT. Dr. Harry L. Gibbons, Regional Flight Surgeon in the Southwest Region, was named chief of the Research Branch of the Civil Aeromedical Institute at Oklahoma City. Named to succeed Gibbons in Ft. Worth was Dr. Clyde A. Lynn, Assistant Regional Flight Surgeon in the Southern Region, Atlanta. The Assistant Regional Flight Surgeon in Ft. Worth, Dr. John W. Ellis Jr., goes to Atlanta to replace Dr. Lynn. Both Gibbons and Lynn hold commercial pilot licenses and Ellis is a private pilot. Lynn also holds a flight instructor rating. At CAMI, Gibbons will be responsible for aeromedical research in such areas as crash injury prevention, passenger and crew escape from downed aircraft, assessment of performance among pilots and air traffic personnel who serve in demanding environments, and studies of the effects of aging and disease on airman performance.

KULLMAN NAMED DEPUTY DIRECTOR OF ALASKAN REGION. Colonel John R. Kullman, a West Point graduate and career Air Force officer, has been named Deputy Director of the Alaskan Region to succeed Brigadier General Ralph G. Taylor Jr. who has been reassigned to Nellis Air Force Base, Las Vegas, Nev., after a three year tour with FAA. Colonel Kullman will report to Anchorage in July from his present Air Force assignment as Commander of the 4780th Air Defense Wing, Perrin Air Force Base, Texas. The Agency has 75 military personnel assigned under agreements with the Secretary of Defense and the Secretaries of the Armed Services which stem from a provision in the Federal Aviation Act which states, "In order to insure that the interests of national defense are properly safeguarded and that the Administrator is properly advised as to the needs and special problems of the armed services, the Administrator shall provide for participation of military personnel..."

EFFECTIVE DATE POSTPONED FOR NEW PROCEDURES ON WRITTEN TESTS. A new Agency policy under which applicants for airman certificates would have been permitted, after June 26, to take the written portion of the tests without first meeting the aeronautical experience requirements will not become effective until August 15. The new procedures, published as amendments to Parts 61, 63 and 65 of the Federal Aviation Regulations, made no changes in the basic requirements for any airman certificate. Their intent was to provide more flexibility in the order in which certain parts of the airman tests could be taken. The postponement was ordered by the Administrator to avoid any possible misunderstanding of the intent of the changes and to allow more time for receiving any specific examples of possible adverse effect of the amendments on the quality of airman certificates.

Suggested items for INTERCOM should be sent to IS-40 x25574.

THE HOLE STORY (Cont.). Those hard hats of many colors crowning the heads of the workers erecting the Forrestal Building west of Headquarters are a walking catalog of who's who in the building trades. Each color identifies a craft or job title. Orange hats are worn by electricians, green by carpenters, blue by laborers, yellow by metalworkers, buff by GSA inspectors and silver and white by supervisors. Since the project is described as a "hard hat job" those without hats are called slow learners--they have to be hit on the head before they get the message. As of Friday the total number working on the job was 225, slowly climbing back to the optimum force of 350 which fell as a result of the recent city-wide carpenter strike. In the major construction effort this week, workmen are in the process of laying the Mall slab, a major pour which will create an expanse of concrete stretching from 9th Street to 12th Street. Atop this will be the two main buildings which are designated, paradoxically, on the blueprints as "A", "B" and "C" which seems to add up to three but doesn't. "A" and "B" are actually one building but because of its size has been divided into two segments for ease in administering phases of construction. "C", in the builder's jargon is called the "Doughnut" because in cross section it looks like a square letter "O". No argument. That's what they call it, and they're building it. "A" and "B" will front on Independence Avenue while "C" will face 9th Street between "A" and the Pennsylvania railroad tracks. Both buildings will be erected on 40-foot "stilts", providing a covered pedestrian passage east and west from 9th to 12th Streets and north and south from Independence to Maryland Avenues. The Mall will also contain shops, garden areas, fountains and wide open spaces.

BONUS RESULTS FROM BLOOD DRIVE. Because FAA employees in the Washington area collectively donated more than 500 pints of blood to meet the Agency quota, all of us, plus our dependents, are eligible to draw on the Red Cross Blood Bank. Except for an unusually heavy response to appeals during the last days of the fiscal period, we would have fallen short of the quota and only donors would have had this eligibility. On Thursday, June 24, 42 FAA donors showed up in place of the usual six or seven. Greatest response was from HQ and RD, according to Marie Harris of the Clinic. Chairman of FAA's blood donor program, Dorothy Myers, emphasizes that there is a continuing need for new donors. Transfers have cost the drive many of its regulars who have given gallons over the years. New donors can make arrangements through their office or service representative or by calling the Clinic on x20985.

TRANSITION. Walter E. Britton, first chief of Dulles Tower, was appointed recently to the Air Traffic Branch of the Miami Area Office. Britton has been in the Washington area since 1948 after starting his FAA career many years earlier in the old First Region. Also leaving this summer are Col. Thomas W. Anderson, U. S. Army and Lt. Col. Edgar R. Armagost, Air Force, who are being reassigned to military units after four-year tours with IM. Anderson goes to the Pentagon and subsequently to Vietnam and Armagost goes to Gunter Air Force Base, Ala.

FOR SUMMER EMPLOYEES. A special interdenominational service for student summer employees of the Federal Government which will be held at the Washington Cathedral, Wisconsin and Massachusetts Avenues, N.W., at 4 p.m. on July 10 will feature an address by Peace Corps Director Jack Vaughn. During a get-acquainted reception following the service, refreshments will be served.

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F E D E R A L A V I A T I O N A G E N C Y

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JUL 15 1966

William F. McLean
Administrator

66-28 July 11, 1966

Technical Processing
Branch, HQ-610

PAY BILL SCHEDULED FOR SENATE CONSIDERATION TODAY. The Senate is expected to take up the Federal employee pay raise, HR 14122, soon after it returns from the July 4th recess, possibly today. The bill has passed the House of Representatives.

PRIDE MAKES US MINUTEMEN. The support given the 1966 Savings Bond Campaign by FAA employees is a direct indication of their pride, loyalty and support for the top-flight organization they comprise. This is the gist of what Associate Administrator for Programs Arvin O. Basnight told key workers in the drive in letters acknowledging their support in this year's successful campaign. Overall participation in the Agency reached the 86.4 per cent mark with all regions and centers topping the 75 percent goal. A Minuteman Flag, awarded by the Treasury Department on the basis of 97.9 per cent participation in the Washington Office, will fly from the flag pole in front of Agency headquarters.

FULL PAY PROTECTION AVAILABLE WITHOUT COST. A form of insurance which pays your full salary while you are away from work because of illness is available free to all regular Civil Service employees in various amounts. Not everyone looks at sick leave that way, however. Long periods of serious illness are unpleasant to think about, and too few nurture their sick leave balance to take care of these emergencies. The more sick leave you have accumulated--and there is no limit to the hours you can amass--the longer you continue to draw full pay during illnesses. The new employee starts with a zero balance, so it is especially important that each hour accrued be viewed like an increase in the face value of your health policy. That's what it is!

NEW TRANSPONDER TESTED ON C-141. The radar beacon transponder on the Air Force's C-141 which transmits both identification and altitude was tested recently with "favorable preliminary results" using NAFEC laboratory ground environment. NAFEC has the only ground environment available for such tests. Purpose of the test was to determine transponder coverage on Modes 3/A and C (identity and altitude), altimeter encoder performance for Mode C, and altimeter accuracies. Lt. Colonel William M. Beaven, Air Force Communications Service liaison officer to FAA, observed the test and reported that results are now undergoing data reduction and detailed analysis.

STRICKLER AND CRESWELL RECEIVE FELLOWSHIPS. Under a program designed to give promising Federal executives a better understanding of Congressional operations, Tom Creswell, OPT, and Mervin D. Strickler Jr. GA, have been awarded fellowships extending from November 1966 to September 1967. They will work full time in offices of Congressmen and Senators and with staff members of Congressional committees in a variety of planned activities.

NEW AGENCY HANDBOOK AIDS NEXT OF KIN. The FAA policy of giving all possible assistance to the next of kin of deceased or missing FAA personnel is covered in Agency Handbook 3800.1. Guidance on how to provide prompt assistance in such emergencies is covered in a ready reference form.

GUIDE PUBLISHED FOR STANDARDIZING TECHNICAL REPORTS. A handbook for preparing, processing, using, storing and retrieving information resulting from the Agency's technical efforts has been published under the title, "Preparation, Documentation and Release of Federal Aviation Agency Scientific and Technical Reports," FAA Handbook 1710.2. The handbook, produced by John S. Nigro, Technical Reports Editor, RD, is expected to enhance the "one-Agency" image, improve control and exchange of information, reduce nonstandard techniques and reduce overall operating costs.

SEMI-AUTOMATIC ATC UNITS UNDER CONTRACT. Jacksonville ARTCC and NAFEC are a step nearer to having semiautomatic air traffic control facilities with the award of two contracts totaling \$1.95 million. A \$967,500 contract with Philco calls for installation of computer updating equipment (CUE) at both sites. With CUE, controllers enter flight information directly into the control computer complex by using data keyboards at the control sectors. All personnel concerned with a particular flight may then have the computer-processed information displayed on their individual consoles. A contract of \$987,679 with IBM calls for their integrating electronic equipments into a semiautomatic ATC subsystem which will: generate luminous data tags for identifying radar targets on radarscopes, filter and select data going from the computer to the scope, convert radar echoes into digital messages acceptable to the computer, print and update flight progress strips at control sectors and receive and print flight information received from remote locations. The Jacksonville installation is now being assembled toward an operational date in 1968. The NAFEC installation is scheduled to begin operating in 1967. It will be used for simulating air traffic control situations and problems to help in planning the automated subsystems which will eventually be used in air traffic control facilities throughout the country. Equipment for automatically monitoring the operation of the two systems is being developed by Stelma, Inc., under a \$525,000 contract.

GENE KROPF RECEIVES MERITORIOUS SERVICE AWARD. Gene Kropf, Public Affairs Officer for the Western Region, has received the FAA's second highest employee honor, the Meritorious Service Award, for his outstanding work with teachers and school administrators in the field of aviation education and also for his efforts to improve public understanding and support of the Agency's activities and objectives. The award was presented to Kropf in Los Angeles by Western Region Director Joseph H. Tippetts on behalf of General McKee. Kropf has been with FAA since 1957 as his Region's public affairs officer.

BILLING REVEALED FOR WILD WOMEN. This year's line-up of hurricanes has been announced by the Weather Bureau--Alma, Becky, Celia, Dorothy, Ella, Faith, Greta, Hallie, Inez, Judith, Kendra, Lois, Marsha, Noreen, Orpha, Patty, Rena, Sherry, Thora, Vicky and Wilma. The Weather Bureau has four sets of girls' short names which it uses in rotation to name hurricanes. There won't be another Carla or Debbie for a long time though, because when a particularly severe storm occurs, the name is retired from the list for a period of at least ten years.

OPEN SEASON SCHEDULED ON HEALTH BENEFIT CHANGES. Now is the time to study the various health benefit plans so that you can be sure of the option that best suits your needs. During the open season scheduled November 14-30, those eligible for health benefit enrollment may change plans, change options or enroll in a plan if not already covered. Open season must be held at least once every three years. The last was held in February 1965. Changes are made by submitting Health Benefits Registration Form SF-2809 to your personnel office.

LOWDOWN ON RECORD LOW. Most of us who suffered from June's heat find it hard to comprehend, but a new record low air temperature of minus 115.1 degrees Fahrenheit was set June 11 for a United States operated meteorological station in Antarctica. The previous low record at the South Pole last year by a United States station was minus 113.2 degrees. The lowest air temperature ever recorded was minus 126.9 degrees at the Soviet Vostok Station, Antarctica, on August 24, 1960.

ADVISORY CIRCULARS REPLACE 'MECHANIC'S BIBLE'. Civil Aeronautics Manual 18, which was published originally in the 1930s, has been rewritten completely for the first time in the form of two new Advisory Circulars. CAM 18, known throughout the aviation industry as the "Mechanic's Bible," has been updated periodically to keep it abreast of methods and practices for making aircraft inspections, repairs and alterations which are acceptable to FAA. The new version, published as companion manuals for mechanics' convenience, will take effect immediately. "Aircraft Inspection and Repair," FAA AC No. 43.13-1, covers wood and metal aircraft structures, fabric coverings, control cables and terminals, aircraft hardware and equipment, systems, instruments and other topics. "Aircraft Alterations," FAA AC No. 43.13-2, contains structural data and information on installation of radios, antennas, anticollision lights, skis, oxygen systems and other details.

CON GAME CALLED HALL OF FAME. An organization calling itself "Executive and Professional Hall of Fame" is approaching prominent officials in both Government and industry with a scheme which, apparently, is fraudulent. Approach is by a letter which advises the target that he has been nominated for membership. The letter asks the "nominee" to complete an application and pay \$100 to cover the cost of a plaque, a book which lists members, and a lifetime membership. Agency personnel who receive this type of material are asked to refer it to the nearest Compliance and Security Office.

GUIDE PUBLISHED FOR 'INFORMAL' SQUARE DEALS. Agency Handbook 3770.2, "Adverse Actions, Appeals and Grievances," which stresses that employee problems should be resolved informally and at the lowest possible level, has been distributed to the field with an effective date of July 15.

IF YOU BARE, BEWARE! Now that the long, hot summer is upon us and the vacation season is in full swing, let us pause and consider for a moment before we dash pell mell for sea and surf, cliff and peak, forest and fen, or only to the old homestead. Here are a few reminders to preserve our health, tempers and hides, and those of our ever-loving dependents:

Travelers - A little preflight planning with road map and medicine chest will shorten your trip and protect your health on vacation.

Sun-bathers - Bikinied lasses and brief-clad lads remember this rule: No more than 30 minutes on first exposure to sun and 20 more minutes everyday thereafter. Use lots of protective oil.

Mountain Climbers - Forty-eight weeks of sedentary desk life is poor preparation for the Eiger Wall or even Old Baldy. Don't overtire yourself or climb until short of breath.

Swimmers - Forego the swells until two hours after meals. Know your limitations and do not swim alone. Learn approved rescue techniques and study mouth-to-mouth resuscitation.

Sailors - Watch those telltales! A small wind shift while running has cracked many a noggin with a goose-neck jib.

Bicyclers - Keep to the forested paths and byways. Remember the American motorist has little experience with or patience for cyclers.

Revelers and Bacchanalians - After living it up, sleep it off! Stay out of that driver's or pilot's seat at least eight hours. This will facilitate oxidation of blood alcohol down to a nonintoxicating level.

Stock Market Traders - If the summer rally doesn't materialize, at least the comparative quiet of the board room has spared you the hazards noted above.

AWARDS AND REWARDS. Sustained Superior Performance Awards went to Joseph P. Dunich, Elaine Vargo, Augusta Galbreath, Carolyn Allen, Robert E. Lee, Victor Kowalczyk, Janet L. Cook, Bernard R. Curtis and Donald L. Gaddy, all of AT, and to Paul F. Long, RD. Quality Within Grade Increases were awarded Marie G. Chaconas of DA, Edmund Burke, Joseph Vivari, James Ritchey, Ralph M. Howell, James Nimmo and Noble F. Laesch, all of AT, and Ralph P. Vallone, Murray Smith, John J. Gallagher and Frank S. Kadi, of RD. Edward A. Westlake, AT, received a Special Service Award.

WELCOME TO FAA! Clerk=stenos Donna M. Cox, Carole A. Illig, and Kathleen R. Karnes, all of the Executive Staff, RD; Martin R. Rock, Management Analysis Division, MS; and Richard F. Durbin, Executive Staff, AT. Management interns Sherry A. McKean and Roger N. Hooker, both Personnel Operations Division, HQ. M. Louise Schermerhorn, clerk-typist, IGIA Staff, IA; Emma T. Bevans, administrative clerk, Executive Staff, IA; David A. Hess, public information specialist, News Division, IS; James C. Shartzter, electrician, Maintenance Division, CA; Myron H. Lowe, electrical engineer, Systems Branch, SS.

WATCH YOUR BELONGINGS. Employees are cautioned to be careful not to leave handbags, pocketbooks, billfold, watches and other personal property unattended. If you have to leave your work area for any reason, take these personal items with you. It only takes a matter of seconds for some slick "artist" to separate you and your valuables. Should you be victimized, report the act promptly to the Compliance and Security Staff, HQ-10, X-25621.

THE WHITE HOUSE

WASHINGTON

July 6, 1966

Dear Bozo:

I have noted with satisfaction the excellent work which you and your associates at the Federal Aviation Agency have been doing in reducing costs and manpower while absorbing additional workload and improving service to the public.

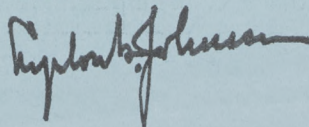
I have taken particular note of your cost reduction program under which you saved \$47 million during the 1966 fiscal year. These savings have been accompanied by a reduction in Agency employment of more than 3,500 employees--eight percent, since 1963. The Agency has succeeded in combining economy in administration with a safety program which has helped the commercial air carriers of the United States achieve the best safety record in the world and the best record for any five-year period in the history of American aviation. You have clearly demonstrated that outstanding performance in a critical and complex program can be continually achieved while reducing costs.

I am pleased to observe that the House Appropriations Committee, after thoroughly reviewing your program and budget for the 1967 fiscal year, singled out the Federal Aviation Agency for special commendation for the efficiency and economies achieved in recent years.

As you know, in my budget message for the 1967 fiscal year, I stressed the importance of strengthening the coordination of Federal programs in the field and giving more freedom of action and judgment to the people on the firing line. The FAA has provided an example of what can be done to decentralize management to field officials who have the authority to act promptly and effectively in meeting the needs of the public. Your success in establishing regional and area centers of field supervision while simultaneously reducing employment in field offices has demonstrated that decentralization can mean better public service and more productive use of field personnel.

I shall count on you and the good people at the Federal Aviation Agency to continue to provide examples of public service at its best.

Sincerely,



STAFF ROLES CLARIFIED FOR ENGINEERING AND LOGISTICS. Regions will soon receive material which will clarify the new functional responsibilities for Installation and Materiel Service and Systems Research and Development Service which resulted from the recent transfer of all engineering functions from IM to RD. Guidance material on this subject was distributed recently to affected personnel in Washington Headquarters in a meeting chaired jointly by John A. Weber, Director, RD, and Donald S. King, Director, IM. The spirit of cooperation and understanding which resulted from the meeting sparked the preparation of similar material for the field.

LIMIT IMPOSED ON TALL TOWER CONSTRUCTION. A new Agency rule was announced last week which states that "any structure proposed in excess of 2,000 feet above the ground will be considered to be, inherently, a hazard to air navigation and an inefficient utilization of the airspace." The party proposing the construction can overcome this technical assumption only by demonstrating to the Agency that it should not apply. The rule amends Part 77 of the FARs which requires builders to notify FAA of proposed construction that may constitute a hazard to safe air navigation.

DIRECT ROUTING SPEEDS MAIL. Regional and area activities should use direct mailing to area offices, where authorized, for both inter and intra regional mail. Many of the delays on area office mail now being reported result from unnecessary routing through parent regional offices.

TRUHAN TO ATTEND AIR WAR COLLEGE. John Truhan, Pacific Region, will attend the Air War College at Maxwell Air Force Base, Ala., during the next academic year in place of Agency nominee Warren Sharp. Truhan, a graduate engineer who has been with the Agency since 1958, is currently serving as assistant chief of the Airway Facilities Division, PC.

AGENCY TO ASSIST KOREA WITH AIR NAVIGATION AIDS. Air navigation aids for airways and airports costing an estimated \$2.6 million will be supplied to the Republic of Korea by the Federal Aviation Agency under a \$4.2 million loan from the Agency for International Development (AID). Another \$1.3 million will be spent by the Republic of Korea for additional U. S. equipment such as airport lights, emergency crash and rescue equipment, and heavy duty machinery and trucks. FAA will assist the Korean government by providing technical guidance and by installing the equipment through its Civil Aviation Assistance Group (CAAG) office in Seoul. It also will assist Korea's Civil Aviation Bureau in training Korean personnel to operate and maintain the equipment.

UCR UNCOVERS DEFECTIVE MATERIAL. Thomas E. Stubenhofer of AFS-234, Jefferson, Ohio, noticed that electron tubes manufactured for TUO-1 transmitters were slightly larger at the base than specified and would not fit properly in the tube socket. Slight vibrations will loosen the tube and this condition could cause an equipment outage. He promptly filed a UCR to advise management of this defect. The problem was brought to the attention of the manufacturer and corrective action taken. Your UCR can be successful too. Participate today.

Newest Arrival. Miss Pauline M. Plourde, newest member of the Administrative Staff, arrived in Brussels on July 7. Pauline was formerly with the Flight Inspection District office in Bedford, Massachusetts, and this is her first overseas tour. Pauline's EOD completes the staffing for Brussels for the first time. Welcome aboard, Pauline!

Inspection of Turbomeca Bastan VI Engines at Pau, France Scheduled for July 21-22, 1966. The Bastan engine S/N 173 which recently suffered a first stage turbine failure on LCA Nord 262 during a training flight on July 7, 1966 is being returned to the manufacturer for inspection.

Mr. Sellers of our Frankfurt office will be working with SGAC officials and Turbomeca to determine the cause of this malfunction. Also at this time two high-time engines (166 and 168) will be available for TBO inspection.

Vickers Viscount Horizontal Tail Surface Bird Strike Protection. Representatives of the British Aircraft Corporation and the Air Registration Board met with EU-30 on July 15, 1966, to review the recent development work which has been carried out to improve bird strike protection of the Viscount horizontal stabilizer. BAC advised that they had reconducted tests with the final configuration of foam ahead of the main spar (previously witnessed by Lou Morda) to confirm the suitability of this material.

Kudos to EU-100 and EU-400. These two offices have submitted items for the EU Intercom. We would like to hear from the rest of you, too!

This is Review Time! The Assistant Administrator reminds the staff that the beginning of the new fiscal year is a good time to review progress in achieving our goals. He also suggests that top staff go over the action items arising from the April 1966 FAA Representatives Program Review Conference and check off the progress made.

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JUL 26 1966

William F. McLean
Administrator

66-30 July 25, 1966

Technical Processing

THE FRINGE ON TOP IS WHAT COUNTS. ^{Batch HQ-610} The pay increase granted in Public Law 89-504, signed last week by the President, is effective for most FAA classified employees beginning pay period #15, July 3 through July 16. Certain employees who are under special appointments, scientific and technical appointments, saved-rates, and other special cases, will not receive the increase until their new pay rates have been administratively determined. Both classified and Wage Board employees gain from the fringe benefit provisions of the Act. The new fringe benefits include:

- o Optional retirement rights for all Federal workers on full annuities at age 55 after 30 years service, or age 60 after 20 years service.
- o Increased Government contributions to health insurance premiums.
- o Raising the age limit to 22 for children covered by health insurance and for children eligible for survivorship benefits provided they are attending school.
- o Increasing survivors' annuities by 10 per cent for survivors of employees who died before October 11, 1962.
- o Liberalization of overtime pay to authorize overtime payment for all work in excess of eight hours a day (for most categories of workers), a 25 per cent Sunday pay differential for both classified and Wage Board employees and fixing the maximum dollar rate of overtime pay on the first step of grade 10 instead of grade 9 as now provided.

Most fringe benefits will be effective beginning pay period #17, July 31 through August 13, and will appear in the August 24 check.

ADMINISTRATIVE-MANAGEMENT TRAINING SELECTEES NAMED. Agency employees selected for the 1966 Administrative-Management Development Program are: AL -- William T. Mullaly, technical program coordinator; Walter B. Parker, evaluations officer. CE -- Robert J. Baldwin, ATC coordinator, Minneapolis; William M. Morehouse, operations program specialist, Chicago; Richard R. Nevill, procedures specialist, Chicago. EA -- Harry L. Burton, ATC coordinator, Leesburg; Frank A. Krasinski, chief, AFS #409, Binghamton. SO -- Charles C. Carson, ATC crew chief, Atlanta; Dexter P. Davis, ATC crew chief, Memphis; John A. Sekman, ATC watch supervisor, San Juan; Marion C. Strickland, chief, Installation Engineering Unit, Memphis. SW -- Ansel M. Winham, aviation operations specialist, Fort Worth. WE -- Arlen M. Clement, assistant sector chief, Salt Lake; Martin C. Elliott, chief, Communications and Data Systems Unit, Seattle. AC -- Ralph K. O'Neal, FAA Academy. NAFEC -- James C. Dziuk, ATC supervisor; Russel H. Larson, ATC specialist. Washington Headquarters -- Kenneth J. Cohen, electronic engineer, RD; Michael Deliman, systems analyst, NASPO; Gordon E. Jenkins, chief, Operational Systems Branch, AT.

ONE TICKET WOULD COVER 'NON-STANDARDS'. The Agency is considering a simplified procedure where one special airworthiness certificate would be issued for all types of non-standard aircraft. A non-standard aircraft may be any amateur-built, experimental or other aircraft which does not meet the airworthiness standards for normal, utility, acrobatic or transport category certification. The proposed change includes use of a new, standardized form and simplified application procedures to decrease paper work for both the applicant and the FAA. The proposal also would clarify requirements and permit wider use of various types of non-standard aircraft under a single airworthiness certificate.

BILL ALLOWS VARIATION OF WORKWEEK FOR EDUCATIONAL PURPOSES. The recently approved PL 89-478 permits heads of agencies to establish special tours of duty to allow employees to take courses at colleges and universities. These courses need not relate directly to an employee's duties nor be essential to Federal activity. They need only equip the employee for more effective work in the Agency. No premium compensation may be paid because of a special tour of duty established under this law. The time spent in courses is not considered as duty status and the employee must work a 40-hour week and the establishment of a special tour of duty must not result in additional personnel service costs to the Agency. Other provisions of the new law will be issued as soon as guidelines are received from the Civil Service Commission.

RULE-MAKING SUMMARIZED. During the week of July 13-19, the Agency issued the following: Part 167, "Annette Island, Alaska, Airport", effective August 21, prescribes new landing and parking charges for the airport; Amdt. 37-7, effective August 18, requires manufacturers to comply with revised and updated TSO-C50b, "Aircraft Audio and Interphone Amplifiers"; Amdt. 45-2, effective July 22, clarifies the requirement that, when either the fuselage or the vertical tail surface, or both, are not large enough for full-size registration marks, aircraft registration marks must be placed on the larger surface; Amdt. 91-31, effective July 20, extends to August 1, 1967, the date for compliance with the periodic inspections and tests of altimeter systems in aircraft operated under IFR; and Amdt. 159-8, effective July 22, requires pilots, who now must register at the operations office at WNA or DIA after landing or report there before taking off, to use the fixed base operator for these purposes. Also issued was Notice 66-25, inviting public comment, before August 30, on proposed additional minimum experience, operational, and training requirements for pilots of large turbojet aircraft operated by air carriers and commercial operators of large aircraft. Summaries of this type will be a regular service of INTERCOM. No change will be made in the present system of distributing copies of FAR changes and Notices.

BILL EASES FINANCIAL BURDEN OF MOVES. The so-called "moving bill" passed last week by Congress provides for (1) increasing the weight limitation for shipment of household goods from 7,000 to 11,000 pounds; (2) one round trip for employee and spouse at Government expense to new location to find suitable housing; (3) payment of certain real estate costs related to the purchase sale, or leasing of quarters; (4) payment of up to 30 days per diem (60 days in certain locations) if employee has to stay in temporary quarters; per diem is reduced each ten days but to no lower than one-half; (5) a lump sum cash payment to defray miscellaneous costs of transfer.

AVIATION MECHANICS SCHOOL LAUNCHED BY ALASKAN 'EXTRA EFFORT.' A team effort by Alaskan Region Flight Standards inspectors and Alaska's Department of Labor promises a solution to a problem which has plagued air carrier and general aviation activities in the 49th State since flying started there. Wallace E. Bell, supervising inspector of the Fairbanks Flight Standards District Office, recognized a year ago that a shortage of qualified aviation mechanics threatened to hamstring the further development of aviation in Alaska. Through their efforts, Alaska now has its first FAA certified aviation mechanics school to meet the expanding need for "homegrown" qualified mechanics. The North Star Borough School of Aviation in Fairbanks will train native Alaskans to take the place of the "outside" mechanics who come to Alaska only to leave after a short while when the howling winds and the minus 40 degree temperatures become too much for them. The State's Department of Labor has made funds available to train the better acclimated native Alaskans who have the educational aptitudes. Bell and his staff helped set up the school, and the first class has been in session since February 28.

20 MILLION MINUTES = \$63.6 MILLION. Delays at major U. S. airports amounting to 20 million minutes cost aircraft operators an estimated \$63.6 million in 1965, a study published by FAA reveals. Airlines were delayed 38.9 per cent of the total delay time and incurred 64.7 per cent (\$41,172,491) of the cost. Frequency and cost of delays were highest at large metropolitan airports. Average delay cost per operation (takeoff and landing) ranged from a high of \$17.50 at John F. Kennedy International Airport to a low of \$.75 at Medford, Ore., Municipal Airport.

PILOTS' HELP SOUGHT IN REDUCING FLIGHT CHECK COSTS. Pilots are being asked to participate in an Agency test to determine whether ground radar monitoring of their flights can cut the cost of the Agency's worldwide flight program which checks the accuracy of air navigation aids. The test will be conducted in an area between New York City and Atlantic City from July 24 to August 12. Object of the three-week FAA test is to determine if aircraft regularly flying the airways can provide enough statistical information on VORTAC performance to reliably determine its accuracy. During the tests, pilots of transponder-equipped aircraft may be asked by controllers at the New York Center to "verify your course selection and fly the centerline of the airway as accurately as possible."

EXPERIMENTAL LOGISTICS BRANCH STUDIED. Logistics support branches now operating in the area offices in Southwest Region are being evaluated by teams from the Office of Management Services and Installation and Materiel Service. The teams are headed by Melvin Rutt, MS, and C. E. Mayhall, IM. A study of the effectiveness of the experimental operation was a directed action item which resulted from the most recent regional directors conference.

AGENCY EXCEEDS GOAL IN EMPLOYMENT OF EXTRA SUMMER HIRES. As of 6/30/66, a total of 857 youths were on Agency rolls. This exceeds the goal set by the President and the target established by General McKee. It is expected that over 900 extra summer hires will be employed by the Agency by the end of the program.

DIVERSION FOR DIETERS. A good substitute for that lunch you've been meaning to skip is to cross the street to the Smithsonian Carousel, sit on a bench, listen to the music, watch the kids, and, in the words of one enthusiast, "drop 30 years off your age." (Summer student employees excepted, we assume.) If the music and the kids are too much, try moseying through the first floor of the museums to look at the models of bygone days--airplanes, guns and ladies.

ANOTHER HOLE STORY. That tall green plank fence enclosing a considerable expanse of the Mall, between 7th and 12th St., has been put up for esthetic reasons, the builders say. Behind the fence contractors are well along with excavation for what will be the 9th Street expressway for one-way, uninterrupted, north to south passage from Constitution Avenue to Interstate 95. The roadway will go underground at Washington Drive, across the Mall from the "old" Smithsonian Institution building, pass under Independence Avenue and begin to emerge at C Street south of the Headquarters building. In the plans is a Virginia-bound bus stop with street access in the vicinity of the Smithsonian. While the tunnel portion of the expressway will be built using the "open ditch" method, traffic on Independence Avenue will continue uninterrupted via a temporary bridge at street level. During the construction the flowerbed on the 9th Street side of Headquarters will be ripped up while workers install a 50" storm drain which will parallel the roadway and provide drainage from the Headquarters/Forrestal complex. Back to the esthetic fence, the builders explain that it hides the less than a tidy operation, provides an enclosure for machinery and keeps little ones, and others, out of the work site.

NEW APPOINTMENTS ANNOUNCED. Dr. Frank K. Raymond, chief of the Aeromedical Standards Division, AM, in Washington Headquarters, has been appointed Medical Officer, Western Region, effective July 17. Also effective on the same date were the appointments of William G. Shreve as chief of the Aircraft Programs Division, FS, and Robert W. Pinnes as chief of the Propulsion Branch, SST. Effective July 18, was the appointment of Arthur L. Catudal as service evaluation officer, AS. Catudal has been chief of the Civil Aviation Assistance Group in Morocco since January 1964.

WELCOME TO FAA! Clerk-stenos Sylvia M. Veneskey, Gloria J. Gleissner, Linda A. Sward, Linda A. Kornprobst, Mary K. Marcinko, Donna Jo Miller, Mary Ann Oravetz, Mary J. Stolar, Louise F. Cronauer, and Charlotte M. Fesko, all of the Executive Staff, RD; Georgina M. Zeglen, Mary Jane Zock, Kathleen M. Fisher, and Barbara K. Kirkpatrick, all of the Operations Division, FS; Linda M. Holtz, Aircraft Programs Division, FS; Deborah J. Reitz, Maintenance Division, FS; Patricia A. Britsky, Engineering and Manufacturing Division, FS; Maryanne Strittmatter, Management Staff, IM; Elizabeth J. Kelly, Executive Staff, PT; Mildred R. Kirkpatrick, Training Division, PT; Laura M. Krupa, Personnel Programs Division, PT; Shelia K. Ford, Int'l Programs and Policy Division, IA; Gail Lee Jackson, Operations Division, CA; Veronica A. Barnas, Executive Staff, AS; and Elizabeth R. Blick, Office of Budget.

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FEDERAL AVIATION AGENCY

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AUG 2 1966

William F. McLean
Administrator

66-31 August 1, 1966

Technical Processing

THIS IS A BANNER YEAR FOR FRINGE BENEFITS. The bill to increase pay and fringe benefits was only one of five new laws which bring new benefits to Federal employees during 1966. While the pay increase is visible in our checks already, the full impact of the other bills must wait until procedures and instructions are worked out by the Civil Service Commission and the Bureau of the Budget. Please hold your special queries because detailed questions as to how the bills might affect YOU personally will have to wait until these instructions are received. General provisions of the five bills will be covered in the near future in a special issue of INTERCOM. Watch for it to include news on (1) the pay increase and fringe benefits bill described in last week's INTERCOM, (2) the so-called "Moving Bill" which eases the financial burden on employees who must move, (3) the bill which authorizes variations of workweek for educational purposes, (4) an amendment to the Compensation Act which liberalizes benefits available to Federal employees injured in line of duty, and to their survivors if they are killed in the line of duty, and (5) the bill authorizing a pay differential for certain kinds of duties involving unusual hardship or hazard.

WASHINGTON NATIONAL FLIGHTS TO BE LIMITED. A proposal to limit scheduled airline operations at WNA to a maximum of 40 an hour was published last week in the form of a Notice of Proposed Rulemaking. The limitation replaces a previously-adopted operating policy for the airport which restricted WNA to a non-stop service perimeter of 500 miles. Ten of the 13 airlines serving the airport had proposed this perimeter as an effective method of reducing the congestion problems. Its adoption resulted in a storm of protest from a large number of travelers who travel frequently to points beyond that limit. Under the new proposed rule, the airlines may continue to serve a radius of 650 miles plus a few points as far away as 1,000 miles to continue service which was available in 1965. Cities included are Memphis, St. Louis, Tampa, Miami, Minneapolis-St. Paul, Orlando, Milwaukee, W. Palm Beach, Nashville, Chicago, Atlanta, Jacksonville (Fla.), and Huntsville (Ala.).

PRESIDENT URGES SECURITY VIGILANCE. Two recent incidents of attempted espionage prompted the President to call for "the highest standards of vigilance and self-discipline" among employees. In a memorandum to the heads of all departments and agencies, the President said: "We must not...be lulled into dropping our guard against those who do not wish us well and are ready to exploit weakness of character or official carelessness to our country's detriment. Our security services are professional and efficient. All but a very few of those in public service are patriotic beyond temptation and are alert and discreet in the conduct of their duties....We must continue to maintain the highest standards of vigilance and self-discipline."

BIRD STRIKE STATISTICS MAY BE MOUSEY. Tom Cates, who compiles statistics on bird strikes for Airports Service, is pondering the problem of how to report a near collision between an Air Force plane and an eagle. It seems the eagle pulled up in time to avoid a head-on, but he jettisoned a mouse he was carrying and the mouse was gulped into No. 2 engine. Problem for Tom: Is this a mouse or a bird statistic? Problem for birdwatchers: Did the bird jettison his payload for a rapid pull-up or was he loft-bombing an aerial adversary?

AIRPORT IMPROVEMENT IS BOOMING. As of July 15, the Agency has received 646 requests, totaling \$221,984,646, for aid under the FY'67 program.

GET HEP TO ZIP CODES. If you use a zone number in the address of correspondence, the Post Office Department appreciates the attempt to help the mail system, but zone numbers are extinct. A special problem is created for the Department when public service radio-TV spots and ads which feature an address to which people can write do not carry the ZIP Code. Ira Kapenstein, Special Assistant to the Postmaster General, asks: "Would you please check the copy on all up-coming public campaigns to see that the correct ZIP Code numbers are used for each address"?

THREE HONORED FOR HEROISM IN AIRLINER CRASH. Three Denver employees of the Agency were honored last week for the life-saving assistance they rendered following the crash of a commercial airliner at Salt Lake City on November 11, 1965. The Agency's second highest employee honor--the Meritorious Service Award--was presented to Harry E. Arnold, an inspector with the Air Carrier District Office at Denver, for his role in assisting victims of the air tragedy. Two other inspectors in the same office, John Shwaiko and Joseph F. Mueller, received the Agency's Certificate of Achievement. The awards were presented in behalf of Administrator McKee by Western Region Director Joseph H. Tippetts. All three honorees were passengers aboard an airliner which crashed and burned on landing at Salt Lake City airport. Though injured themselves, all three assisted other victims of the crash.

AGENCY ACCOUNTANTS STAND TALL WITH COUNTERPARTS. The Federal Government Accountants Association has chosen Aeronautical Center accounting chief John K. Hall as its second vice president. For chairmen of its membership and publicity committees, the association chose, respectively, S. E. "Sy" Blum, Director of the Office of Audit, and J. W. Kelly of the Accounting Programs Division of MS. The officers of this association serve for fiscal year '67, naturally.

AGENCY/INDUSTRY JOINTLY PONDER DATA PROBLEMS. Aviation industry personnel are helping the Agency define and develop solutions to problems associated with aviation statistics and data systems. In a working group meeting on July 14 and 15, representatives of Management Services, General Aviation Affairs, Policy Development and the Aeronautical Center met with industry participants from Aero Commander, Beech, Cessna, Lear, Piper, Aerospace Industries Association, American Aviation Publications and the Aircraft Owners and Pilots Association. The next meeting is tentatively planned for October 3 and 4 at the Aeronautical Center.

ERASE WASTE. The War on Waste is everybody's battle. Join in by eliminating needless retyping. Neat erasures on all correspondence and documents and minor ink changes on internal correspondence are acceptable and encouraged. Efficiency and economy rank higher than the beauty of the typewritten word.

RULEMAKING SUMMARIZED. During the week of July 20-26, the Agency issued Amdt. 151-12, effective July 29, that reflects the transfer of responsibility for equal employment opportunity rules for FAAP contractors and sub-contractors to the new Office of Federal Contract Compliance in the Department of Labor created under E. O. 11246. Also issued were Notice 66-26, inviting public comment before October 1, on proposed crashworthiness standards for transport category airplanes and on improved emergency evacuation equipment requirements and operating procedures; and, Notice 66-27, inviting public comment before October 29, on proposed changes in FAA Aircraft Registry procedures for aircraft registration and recording of aircraft titles and security documents.

EUROPEANS SHOWN SST SIMULATION. The FAA/NASA supersonic transport air traffic control simulation program at NAFEC was demonstrated to aviation officials of the United Kingdom and France recently when they were guests of Systems Research and Development Service. The group was briefed at Headquarters, shown NASA's SST cockpit simulator at Langley Research Center, and given a demonstration of how NAFEC's air traffic control simulation laboratory helps determine operational problems and finds answers before the aircraft becomes part of the system. The visit resulted from a meeting in Paris earlier this year of the group known as FAUSST (French-Anglo-US Supersonic Transport).

ALASKAN PILOTS RALLY FOR SAFETY. A Sportsman-Pilot "Rally" was held at the Fairbanks International Airport on Sunday, July 24, to help focus attention on proficiency requirements and other aspects of flight safety. The event was co-sponsored by the Alaska Aircraft Owners and Pilots Association and the Tanana Valley Sports Association, but according to Fairbanks GADO inspector John E. Hodge, "everyone connected with aviation in the Fairbanks area participated." FAA instructors from the Aeronautical Center conducted a two-day refresher course prior to the rally to help local instructors renew their certificates. The rally featured proficiency demonstrations by instructors, "penny-a-pound" flights, free flight checks for pilots, spot landing contests, a "fly-by" of military jets, a "parajump" by firefighters and displays of aircraft.

POPULARITY OF PUBLICATION PRODS PUBLISHING AND GRAPHICS. More than ten million publications are distributed each year by the Publishing and Graphics Division of HQ, and nearly two million more FAA publications are sold annually by the Government Printing Office. These sales are expected to reach \$1.6 million in 1966 to top the \$1.3 million mark for 1965. Best sellers among Agency publications are "Private Pilot's Handbook of Aeronautical Knowledge," "Flight Instructor's Handbook," "Airplane Flight Instructor Examination Guide," "Aviation Weather," "Path of Flight" and Federal Aviation Regulations. Sales of the 58 FARs carry the option of free FAA amendment service when the buyer executes an order form on the back of each FAR. HQ receives about 1,500 weekly to swell its addressee count to 160,000 on 770 mailing lists. Letters requesting publications or address changes total about 150 per day.

FAA EXPLAINS RULES ON NON-AIRLINE TRANSPORTATION. Air travelers seeking non-airline transportation during the current strike were cautioned by FAA that only those small aircraft operators who hold Air Taxi/Commercial Operator (ATCO) certificates are legally authorized to transport fare-paying passengers. Student pilots are not permitted to transport passengers under any circumstances. Pilots with private licenses are not permitted to transport passengers for compensation or hire or to engage in any type of charter operation. Pilots with commercial or airline transport licenses are not authorized to haul fare-paying passengers unless the owner or operator of the aircraft holds a current ATCO certificate. ATCOs are permitted to solicit business in airline terminals and other public facilities unless such activity is restricted by local ordinances. There are approximately 3,000 ATCOs throughout the country conducting scheduled and non-scheduled flight operations.

GADOs NOW HAVE NAMES OF PILOTS. The Data Services Division of the Aeronautical Center at Oklahoma City has provided each General Aviation District Office with the names and addresses of certificated pilots, by state. This is expected to reduce the number of calls to Oklahoma City for such information.

CAPORALE HONORED POSTHUMOUSLY. The late Peter Caporale, who had been selected for the position of Deputy Director, SM, at the time of his death last June, was honored last week in a simple ceremony during which the Agency's Meritorious Service Award was presented to his widow by Associate Administrator for Development Joseph D. Blatt. The award was based on the exceptionally outstanding meritorious services rendered by Mr. Caporale over the entire span of his Federal career during which he held progressively more responsible positions from radio engineer to Deputy Director of a service.

BORCHERS AND SON TRY HARDER. In a field of 62 entries in the fourth annual Father and Son Championship of the Middle Atlantic Golf Association on July 22, Dick Borchers, MS-30, and his son Steve, shot a "best ball score" of one under par 72 to earn second prize. The pair was runner-up in the Maryland State Father and Son Championship in 1964. Steve holds the Metropolitan School Boy title for 1963 while his father took the club championship at the Green Hill Yacht and Country Club in 1958.

AWARDS AND REWARDS. The Office of Personnel and Training presented Special Service Awards to Mr. Robert W. Swinney of the Training Division, PT-30, and Mr. David P. Floyd, from the National Airspace System Program Office, in recognition of their work on a staff study to accomplish NAS training.

THERE'S A SIX FOOT BOX FOR YOU. For each employee in the Headquarters, there are files occupying six cubic feet of space or approximately one file cabinet. In spite of a special files review prior to the move to 800 Independence, Headquarters still has the highest ratio of files per person in the Agency. A special effort to reduce files will be made between now and September 15. Details are covered in Notice 1350.8, 7/28/66. Our goal is to turn in at least 20 per cent of the file equipment by freeing file cabinets of over-age records, shifting supplies to branch and division common stocking points, consolidating records and removing personal materials from filing cabinets.

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AUG 15 1966

William F. McKee
Administrator

66-32 August 8, 1966

SECOND STAR AWARDED MAXWELL. ^{Technical Processing Branch, HQ-316} Administrator McKee pinned the two stars of a major general on his Director of Supersonic Transport Development, J. C. Maxwell, on August 1, the date his Air Force promotion from brigadier general to major general became effective. General Maxwell's family and senior officers serving in FAA headquarters attended the short ceremony in the Administrator's conference room.

PROVAN AND WILLIAMS NAMED TO OFFICE OF APPRAISAL. John R. Provan, Director of the Agency's Office of Management Services since 1961, was named last week to become Assistant Administrator for Appraisal. Another career civil servant, Gordon A. Williams Jr., will become his deputy. Williams is now executive officer for Flight Standards Service in Agency Headquarters. Provan came to the Agency in 1961 from the Veterans Administration where he was Assistant Administrator for Management Services. Prior to his VA position, he had held administrative-management positions with the Federal Civil Defense Administration, Second Hoover Commission, Office of the Under Secretary of Defense and Bureau of the Budget, and he served on active duty with the Air Force from 1942-46. Since 1956, Provan has taught public administration at George Washington University as an associate professorial lecturer. Williams joined the Agency in 1948 after two years as a pilot with Pan American Airways. During his 16 years with the Agency, he has been an air carrier flight operations inspector, a supervisory flight operations inspector (Des Moines, Omaha and St. Louis) and a supervisory air carrier inspector in the Central Region's Air Carrier District Office in Kansas City. Since 1960, he has been in Flight Standards Service in Washington, first as chief of the evaluation staff and, since November 1965, as executive officer. The Office of Appraisal surveys the effectiveness of Agency services to the aviation industry and the flying public and makes recommendations to the Administrator concerning them.

SPEED-UP PROPOSED IN STUDENT PILOT CERTIFICATION. A two-part rule change to provide student pilot applicants with instant licenses and to drop the parental consent requirement for minors was proposed last week. The medical certificate issued by Agency designated medical examiners would be combined with a Student Pilot Certificate, making student pilot certification a one-stop, one-application form process. Men and women over 16 could apply under the streamlined process without the consent of a parent, guardian, or, in the case of a married woman, her husband. The consent requirement is believed to impose an unnecessary burden on young applicants without serving a realistic safety purpose. Details are in Notice 66-30 - Docket 7534.

PACE AND MELUGIN GO TO BNCA. The Bureau of National Capital Airports gained two career civil servants in two of its key posts last week. Clyde W. Pace, Deputy Assistant Administrator for Appraisal, was named as Deputy Director of BNCA. C. R. "Tex" Melugin was named Manager of Washington National Airport to succeed Edgar B. Franklin who is retiring from Government service. Pace first joined the Agency in 1951 as an airport operations officer in Kansas City after a five-year career as an engineer for the state of Missouri. From 1953 to 1956, he was chief engineer with Philadelphia's Division of Aviation, and in 1956 he returned to the Agency as chief of the Airports Division in the Kansas City regional office. He was selected by Princeton University and by the Agency in 1964 for a one-year fellowship in public affairs under the university's educational program for Federal officials in mid-career. Melugin, who has been special assistant to the Deputy Administrator since December 1965, joined FAA at the Aeronautical Center six years ago. Since 1962, he has been in Washington as pilot-in-command of FAA's Washington-based aircraft, chief of the Aircraft Management Branch and special assistant to the Deputy Administrator. Melugin was an Air Force transport pilot during World War II. He has a BA degree in business administration from Southern Methodist University.

NEW CRASHWORTHINESS STANDARDS PROPOSED. Changes in safety rules which could improve the chances of passenger survival in landing and takeoff crashes of transport planes was proposed in a recent FAA Notice of Proposed Rulemaking. A requirement for demonstrating 90-second emergency passenger evacuation was one of the changes. Future "jumbo" jets, which will accommodate hundreds of passengers, would come under the rules along with today's transport models. The proposal calls for an increase in the number and size of emergency exits, more uniform distribution of exits and flight attendants in the passenger cabin, brighter and independently controlled emergency lights, more conspicuous exit markings inside and outside the cabin, improved access from aisle to overwing exits, faster and more efficient evacuation means, and self-extinguishing interior cabin materials. The 90-second demonstration would be a pre-requisite for FAA certification of new model transport aircraft and a requirement for airline operators who seek to introduce new planes into passenger service. Planes in which the operators have demonstrated two-minute emergency evacuations to comply with current regulations would not have to meet the 90-second test except in cases where they are modified to increase passenger capacity by more than five per cent or when interior modeling would affect emergency evacuation. The complete proposal was published as "Crashworthiness and Passenger Evacuation Standards and Operating Rules," Docket No. 7522 - Notice 66-26. Comments are requested by September 30.

NEW COURSE TEACHES INSTRUMENTS FASTER. Ten pilots have successfully completed an instrument flight training course at NAFEC which involved only about one third of the simulator time normally required. Using an experimental instrument panel which includes a new type gyro-horizon, an auto-pilot, pictorial display, and DME, the subject-pilots completed the flight simulator phase in an average of only 18.5 hours. Another group, using a conventional panel, took an average of 49.3 hours in the simulator to pass an identical course. Both groups had from 0 to 1000 hours VFR flight time with no instrument experience. The results are being evaluated by Robert J. Ontiveros, project manager.

AGENCY TOURS IN VIETNAM SHORTENED. Tours of duty in Vietnam have been shortened from 24 to 18 months for Agency employees who leave their families in the United States. Those who elect to transport their families to overseas "safe havens", such as the Philippines, will continue to serve 24 month tours. The new policy applies to those already in Vietnam as well as those who accept the assignments in the future. Another effect of the change is that employees in Vietnam will be eligible for the grade protection benefits of reemployment rights regulations after three instead of the usual four years.

COMPUTER'S EDUCATION IS INCOMPLETE. The new computerized automatic message switching center in the AUTODIN system at Hancock, N. Y., is still in the process of learning the proper language. Until the computer completes its education, please be patient with the limited number of garbled messages which might get through. For help, call your regional Telecommunications Center.

CONSTRUCTION FUNDING CLARIFIED. A decision by the Comptroller General clears the way for establishing Agency Air Traffic Control facilities on top of non-Federally owned buildings at airports. In response to an FAA request, the Comptroller General has determined that there is no objection to using FAA funds to reinforce foundations and make other structural improvements to non-Federally owned buildings as part of the construction cost of air navigation and related facilities. In addition to strengthened foundations and structural supports, improvements can include larger capacity heating and cooling systems, additional planning costs and other incidental improvements in the basic structure, including administrative space for tower cab operations.

BROCHURE WILL DESCRIBE HEALTH BENEFITS. A Civil Service Commission brochure which describes the Open Season on Health Benefit plans, scheduled for November 14 to 28, will be distributed to all Agency employees in the near future. Each plan is described in the brochure and procedures are described for making changes. The information is intended to allow everyone to study the various plans and choose the one best suited to his individual needs well in advance of the actual Open Season.

RULEMAKING SUMMARIZED. Issued during the week of July 27 - Aug. 2, were: Amdt. 91-32, effective Sept. 4, that alters the operating rules for positive control areas, particularly when there is a transponder failure in flight; Amdts. 121-21, 127-6, and 145-7, effective Sept. 8, that revises and clarifies the rules for repair stations doing certain work for air carriers and commercial operators of large aircraft; and the following notices inviting public comment: Notice 66-28, on a proposal to authorize inspectors or examiners to "sample" the aeronautical skill of a private or commercial pilot applicant during his practical test; Notice 66-29, on a proposal to limit air carrier operations at WNA (see last week's INTERCOM); Notice 66-30, on a proposal to have the medical certificate serve as a student pilot certificate and to delete parental consent requirements (see item 3 of page 1 for details); Notice 66-31, on a proposal to validate (for U. S. operations) foreign pilot certificates issued by ICAO-member countries; Notice 66-32, on a proposal to require more accurate calibration of certain altitude systems associated with transponders; and Notice 66-33, on a proposal to limit operations of other than scheduled air carriers at WNA.

RD VETERAN SUCCUMBS. Ralph G. Hopper, RD-150, passed away July 30 following a heart attack. He had been with the Agency 24 years, mostly in the New York City area. Since 1958, he had been in Systems Research and Development Service.

FIELD BEATS HEADQUARTERS IN PAPER WORK WAR. Records volume scores show no increase in the volume of field records BUT headquarters records increased 12 per cent last year. The increase is equivalent to 3,000 records-boxes full, or 450 extra file cabinets. The cabinets and space involved are worth \$42,000. The major files holders and their box scores are shown below. How did your team do?

SERVICE	CUBIC FEET OF RECORDS		% CHANGE
	FY 1966	FY 1965	
RD	4,380 ^{1/}	2,850	+ 53.7
FS	3,600	3,140	+ 14.6
HQ	3,130	2,020	+ 55.0
IM	2,600 ^{1/}	3,890	- 33.2
AT	2,000	2,100	- 4.8
GC	1,400	1,380	+ 1.4
AS	1,290	1,110	+ 16.2
SM	1,250	990	+ 26.3
MS	1,200	1,010	+ 18.8
SS	1,130	1,100	+ 2.7
IA	760	770	- 1.3
PT	760	770	- 1.3
AM	690	580	+ 19.0
BU	540	420	+ 28.6
CS	380	360	+ 5.5
IS	320	320	- -

^{1/} IM shifted records to RD

COLONEL DECORATED FOR AGENCY SERVICE. For his contributions to the improvement of a number of FAA flight programs during his FAA tour as chief of the Flight Inspection and Procedures Division, Colonel Andre R. Brousseau has been awarded the Air Force Commendation Medal (first oak leaf cluster). Col. Brousseau was reassigned in February to Keesler AFB, Miss., where he is executive officer of the Keesler Technical Training Center.

FIFTY YEARS OF AVIATION ON DISPLAY. Boeing Aircraft Corporation has erected a unique display in the FAA Exhibits Room. Marking the passage of half a century of aircraft manufacturing, the exhibit displays models of various Boeing aircraft built since 1916.

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AUG 18 1966

Technical Processing

CONGRESS MADE 1966 A BANNER YEAR FOR FEDERAL EMPLOYEES. ~~Five separate pieces~~ of legislation of benefit to Federal employees were signed into law by the President during 1966. Spot news on the five bills has been carried in separate INTERCOM stories, but few people realize the full extent of the legislation that brought: (1) pay raise and a package of fringe benefits ranging from more liberal overtime and retirement benefits to health and survivor benefits; (2) improved compensation benefits in case of injury or death from job-related causes; (3) hazardous duty pay; (4) variation of workweek for educational purposes; and the (5) "moving expenses" bill. As the salaries of our Wage Board employees are periodically adjusted to conform with prevailing wage rates in these local areas, they do not receive the increase in basic compensation provided in the Pay Raise Act. They do benefit from the increased fringe benefits of the new bills however. The major provisions of the new legislation, as the bills relate to FAA employees, are covered below, but many of the new programs require Civil Service Commission and Bureau of the Budget interpretation. The exact information on requirements and benefits will not be known until appropriate CSC and BOB regulations are issued. Watch INTERCOM for details of regulations as they are issued.

Salary and Fringe Benefits Act of 1966 (PL 89-504, signed 7/18/66) Basic Compensation. Effective July 3, 1966, an average increase of 2.9 percent was provided for employees covered by the Classification Act. Special and Public Law employees were permitted a pay adjustment equal to the comparable GS grade. For most FAA employees the increases were reflected in salary checks received on July 26, 1966.

Overtime.

- * Overtime payment is authorized for Classification Act employees for work in excess of eight hours in one day. Excluded from this provision are employees engaged in professional or technical engineering or scientific activities whose workweek is the "first 40 hours" of each week, and any employee paid above GS-10, Step 1, who has such a workweek. Classification Act employees previously could receive overtime pay only for work in excess of 40 hours in a week.
- * The maximum Classification Act overtime rate has been raised from one and one half times the hourly rate for GS-9, Step 1, to one and one half times the hourly rate for GS-10, Step 1.
- * When overtime is authorized for employees whose salaries are in excess of the maximum rate for GS-10, management is given the discretion of paying overtime or authorizing compensatory time off. (This provision formerly applied to employees whose salaries were in excess of the maximum rate for GS-9.) Employees below this level are paid overtime unless they specifically request compensatory time.

Sunday Premium Pay: Effective July 31, 1966, any employee whose regularly scheduled five-day workweek includes Sunday may be paid a premium of 25 percent of base hourly pay for the entire eight-hour period of service when any part of the tour of duty is performed on Sunday. Payment of this premium will not be made until CSC regulations have been issued. It will then be made retroactive to 7/31/66.

New appointments under Classification Act of 1949: Effective July 18, 1966, appointment of new employees with unusually high or unique qualifications, or for whose services the Government has a special need, is permitted in positions at grade GS-11 and above at rates above the minimum salary rate of the grade. Previously such appointments could be made only at grade GS-13 and above.

Retirement: Employees now have the option of retiring at age 55 with 30 years service, or at age 60 with 20 years service, with no reduction in annuity. In addition:

- * The offspring of a deceased Federal employee may be eligible for survivor's annuity even though he was not formerly dependent upon the deceased. Children of deceased working mothers will be eligible for annuity regardless of the earning capacity of the father.
- * Survivors who are students may continue to receive annuities until age 22 if they remain in school.
- * Widows who remarry after age 60 may continue to receive their survivor's annuity and those who remarry before age 60 may have the annuity reinstated if the marriage terminates after she reaches age 60. A widow who survives two Federal employee spouses may elect whichever annuity she wishes to receive, but she may not receive both.
- * Survivors' annuities for spouses of employees who died prior to October 11, 1962, are increased by 10 percent. Spouses of employees who retired prior to that date shall also have the 10 percent increase whenever their survivor's annuity commences.
- * All of the above changes are general and apply only to annuities or entitlements to annuities after July 18, 1966.

Uniform Allowances. The increase in uniform allowance from \$100 to \$125 authorized by the October 1965 Pay Act was made mandatory rather than discretionary.

Health Benefits.

- * Effective the pay period beginning July 31, 1966, the Government's contribution for employees enrolled for self only was increased from \$1.30 to \$1.68 each pay period.
- * Effective the pay period beginning July 31, 1966, the Government's contribution for employees enrolled for self and family was increased from \$3.12 to \$4.10 each pay period.

- * If the biweekly subscription charge for any employee's or annuitant's plan is less than twice the Government's contribution (as increased above) then the Government's contribution shall be no more than 50 percent of the total subscription charge. This provision also became effective July 31, 1966.
- * Effective July 18, 1966, the maximum age limit for health insurance coverage for unmarried children of employees was increased from 21 to 22.

Employee Management Cooperation. Effective July 18, 1966, an employee who goes on LWOP to serve as a full-time officer or employee of an approved employee organization will be allowed to credit this entire period for retirement purposes. The employee must pay both his and the Government's share into the retirement fund for the entire period of LWOP. Furthermore, he must arrange to do this within 60 days after the beginning of the LWOP period. He may also continue his health benefit plan and his FEGLI coverage for the total period of his LWOP if he makes similar arrangements within the same time limit to pay both his own and the Government's share of the premium costs.

Federal Employee Compensation Act Amendment of 1966. (PL 89-488 signed 7/4/66) This amendment liberalized many of the benefits available to Federal employees injured in the line of duty, and to their survivors, if they are killed in the line of duty. The Bill also:

- * Raised the maximum benefits under Bureau of Employment Compensation from \$525 per month to an amount equal to 75 percent of the top step of the pay range for a GS-15. (This means that benefits can total 75 percent of the employee's salary as long as this 75 percent does not exceed \$1,438 per month under the pay structure implemented July 3, 1966.)
- * Raised minimum benefits from \$180 per month to an amount equal to 75 percent of the beginning salary for a GS-2 (approximately \$245 per month under the new pay Act).
- * Raised allowance for a nursing attendant, if required, from \$125 to \$300 per month.
- * Provided that disabled employees who recover their earning capacity may have their names placed on Civil Service Registers noncompetitively. (They will be certified for any position for which they meet the physical and education and experience requirements).
- * Raised the age limit for payment of benefits to unmarried student survivors to 23.
- * Provided a lump-sum payment equal to 24 months of benefits for any surviving widow or dependent spouse who remarries.
- * Fixed the time limit within which claims must be filed for minor children to begin when the minor becomes "of age" or until a representative is duly appointed to act for the minor or incompetent survivor.

- * Stipulated that when there is recovery from a "third party," the employee will be allowed to retain not less than 1/5 of the amount recovered, after expenses for legal fees.
- * Authorized claimants not satisfied with the Bureau of Employment Compensation decision on compensation or scheduled benefits to request a hearing to review the decision.
- * Authorized the Secretary of Labor to increase the amount of existing compensation awards to offset the cost of living increases since 1958. In addition, he may make future adjustments in existing awards whenever there is a 3 percent or greater increase in the cost of living index.

Hazardous Duty Pay for Classified Employees. (PL 89-512 signed 7/19/66)

A pay differential is authorized for classified employees who on an irregular or intermittent basis perform duties that involve unusual physical hardship or hazard. This differential may not exceed 25 percent of the employee's basic rate of compensation and may be paid only during the period that the employee is actually subjected to the hardship or hazard. It applies only if the degree of hazard or hardship was not already taken into account when the grade level for the position was determined. The differential cannot be paid until 180 days after its enactment; hence, it cannot be paid in FAA until the pay period which begins 1/29/67.

Variation of Workweek for Educational Purposes. (Amendment to the Federal Employees Pay Act of 1945 as amended - PL 89-478, signed 6/29/66). This amendment authorized agencies to establish special tours of duty of not less than 40 hours per week to enable employees to take courses at nearby colleges, universities, or other educational institutions which will equip them for more effective work in the Agency. Premium compensation may not be paid when the special tour results in working on a day or at an hour when premium pay is normally authorized. The Civil Service Commission will issue regulations governing the application of this Act.

Moving Expenses Bill. (Amendment to the Administrative Expenses Act of 1946 - PL 89-516, signed 7/21/66). This measure is primarily intended to ease the financial burden incurred by transferred employees. The general provisions of the bill, as stated below, are couched in terms of allowable maximums rather than specific mandatory benefits. The exact extent and circumstances of these benefits will not be known until Bureau of the Budget's regulations are issued. All affected employees are urged to maintain detailed records as to dates and expenses incurred in the move together with copies of invoices and bills to support future claims. Interim instructions from the BOB indicate the major provisions of the Act will probably be implemented as follows:

- * The maximum weight that may be shipped at Government expense for household goods for employees with dependents is increased from 7,000 to 11,000 pounds.

- * Per diem, not to exceed the current \$16 per day, is authorized for members of the employee's immediate family while in transit from the old location to the new one. (For the spouse the amount will probably be not more than three-fourths of the employee's rate and may range down to one-fourth of that amount for children depending on their ages.)
- * Transportation and per diem for the employee and spouse may be paid when deemed necessary and appropriate for one round trip (not to exceed 6 days including travel time) to seek living quarters when both the old and new duty stations are within the contiguous 48 States and the District of Columbia. (Per diem for spouse will probably be limited to three-fourths of the employee's rate.)
- * Subsistence expenses (probably not to exceed the maximum per diem rates for employees, spouse and family while in transit) are authorized for employees and their immediate families under some circumstances while they are living in temporary quarters waiting to move into permanent quarters. The following rules apply:
 - ** When the new duty station is within the contiguous 48 States and the District of Columbia, there is a 30-day limitation on payment of these expenses.
 - ** When the new duty station is in Alaska, Hawaii, the Commonwealth of Puerto Rico, the Canal Zone or territories of the United States, a 60-day limitation applies.
 - ** For the first 10 days in temporary quarters, the full authorized allowance may be paid. For the second 10 days, two-thirds; for any remaining time in temporary quarters (up to the 30- or 60-day limitation, whichever is applicable), one-half the authorized allowance may be paid. The temporary quarters need not be limited to quarters at a new station. For example, if necessary, the employee may report at the new station and occupy temporary quarters there whereas the family may move into temporary quarters at the old official station after the household goods have been turned over to carriers. This provision will be minimized or avoided entirely when "house hunting" trip has been authorized.
- * Expenses actually incurred in settling unexpired leases or selling a home at the old duty station and buying one at the new location can be reimbursed. However, reimbursement for losses on the sale of homes is specifically prohibited.
- * An allowance not to exceed two weeks base pay for employees with dependents and one week for single employees (limited to the top rate of GS-13) may be paid to workers to cover miscellaneous expenses associated with breaking up housekeeping in one location and setting up at another. Although this allowance is not a reimbursement for specific expenses incurred, the final regulations will be more precise with regard to limitations. In the meantime, employees should keep detailed expense records and invoices to support future claims for this allowance.

- * Storage of household goods for up to 3 years is authorized for employees assigned to isolated locations within the contiguous 48 States where no residence quarters are available other than barracks or furnished rooms. "Isolated location" and other pertinent guidelines will be defined in BOB regulations.
- * Employees who are re-employed at a different location within one year after separation because of reduction in force or transfer of functions, will be entitled to the same benefits as if they had been transferred without a break in service.
- * In return for the above allowances, employees must agree to remain in Government service for at least one year after they are moved, unless separated for reasons beyond their control.
- * The Government is authorized to decide whether to pay an employee a flat rate for shipment of his household goods or to ship them for him on a Government bill of lading.

Warning:

As yet no information has been received as to whether or to what extent "moving expense" benefits are taxable. There are, however, indications that at least part of them will be taxable.

		COMPARISON OF OLD AND NEW CLASSIFICATION ACT SALARY RATES									
		Pay Rates									
Grade		1	2	3	4	5	6	7	8	9	10
GS-1	Old	\$3,507	\$3,626	\$3,745	\$3,864	\$3,983	\$4,102	\$4,221	\$4,340	\$4,459	\$4,578
	New	3,609	3,731	3,853	3,975	4,097	4,219	4,341	4,463	4,585	4,707
GS-2	Old	3,814	3,943	4,072	4,201	4,330	4,459	4,588	4,717	4,846	4,975
	New	3,925	4,058	4,191	4,324	4,457	4,590	4,723	4,856	4,989	5,122
GS-3	Old	4,149	4,289	4,429	4,569	4,709	4,849	4,989	5,129	5,269	5,409
	New	4,269	4,413	4,557	4,701	4,845	4,989	5,133	5,277	5,421	5,565
GS-4	Old	4,641	4,797	4,953	5,109	5,265	5,421	5,577	5,733	5,889	6,045
	New	4,776	4,936	5,096	5,256	5,416	5,576	5,736	5,896	6,056	6,216
GS-5	Old	5,181	5,352	5,523	5,694	5,865	6,036	6,207	6,378	6,549	6,720
	New	5,331	5,507	5,683	5,859	6,035	6,211	6,387	6,563	6,739	6,915
GS-6	Old	5,702	5,894	6,086	6,278	6,470	6,662	6,854	7,046	7,238	7,430
	New	5,867	6,065	6,263	6,461	6,659	6,857	7,055	7,253	7,451	7,649
GS-7	Old	6,269	6,476	6,683	6,890	7,097	7,304	7,511	7,718	7,925	8,132
	New	6,451	6,664	6,877	7,090	7,303	7,516	7,729	7,942	8,155	8,368
GS-8	Old	6,869	7,097	7,325	7,553	7,781	8,009	8,237	8,465	8,693	8,921
	New	7,068	7,303	7,538	7,773	8,008	8,243	8,478	8,713	8,948	9,183
GS-9	Old	7,479	7,733	7,987	8,241	8,495	8,749	9,003	9,257	9,511	9,765
	New	7,696	7,957	8,218	8,479	8,740	9,001	9,262	9,523	9,784	10,045
GS-10	Old	8,184	8,464	8,744	9,024	9,304	9,584	9,864	10,144	10,424	10,704
	New	8,421	8,709	8,997	9,285	9,573	9,861	10,149	10,437	10,725	11,013
GS-11	Old	8,961	9,267	9,573	9,879	10,185	10,491	10,797	11,103	11,409	11,715
	New	9,221	9,536	9,851	10,166	10,481	10,796	11,111	11,426	11,741	12,056
GS-12	Old	10,619	10,987	11,355	11,723	12,091	12,459	12,827	13,195	13,563	13,931
	New	10,927	11,306	11,685	12,064	12,443	12,822	13,201	13,580	13,959	14,338
GS-13	Old	12,510	12,945	13,380	13,815	14,250	14,685	15,120	15,555	15,990	16,425
	New	12,873	13,321	13,769	14,217	14,665	15,113	15,561	16,009	16,457	16,905
GS-14	Old	14,680	15,188	15,696	16,204	16,712	17,220	17,728	18,236	18,744	19,252
	New	15,106	15,629	16,152	16,675	17,198	17,721	18,244	18,767	19,290	19,813
GS-15	Old	17,055	17,645	18,235	18,825	19,415	20,005	20,595	21,185	21,775	22,365
	New	17,550	18,157	18,764	19,371	19,978	20,585	21,192	21,799	22,406	23,013
GS-16	Old	19,619	20,297	20,975	21,653	22,331	23,009	23,687	24,365	25,043	—
	New	20,075	20,745	21,415	22,085	22,755	23,425	24,095	24,765	25,435	—
GS-17	Old	22,217	22,994	23,771	24,548	25,325	—	—	—	—	—
	New	22,760	23,520	24,280	25,040	25,800	—	—	—	—	—
GS-18	Old	25,382	—	—	—	—	—	—	—	—	—
	New	25,890	—	—	—	—	—	—	—	—	—

You are invited to take this special INTERCOM home with you for your family to read.

INTERCOM

FEDERAL AVIATION AGENCY

William F. McLean
Administrator

66-33 August 15, 1966

AGENCY BUDGET NEARS FINAL CONGRESSIONAL ACTION. The Senate has completed action on the Agency's appropriation bill for fiscal year 1967. The Senate action restores \$4.5 million of the reduction taken by the House and provides new Agency funding totaling \$977,331,000. In addition, the Senate concurred in the House action to deny the budget request to rescind \$21 million in funds already appropriated for 1967 Grants-in-aid for Airports. The bill will now go to conference where existing differences in the House and Senate bills will be resolved. A summary by appropriation follows:

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New Obligational Authority
(Dollars in thousands)

AUG 18 1966

<u>Appropriation</u>	1966 Approp. (Adjust)	1967 Budget Request	1967 House Bill	1967 Senate Bill
<i>Technical processing</i> <i>Branch, HQ-610</i>				
Operations	\$555,039	\$561,500	\$558,000	\$560,000
Facilities and Equipment	49,800	28,000	28,000	28,000
Research and Development	37,500	30,000	27,500	30,000
Operation and Maintenance, Washington National Airport	3,731	3,779	3,731	3,731
Operation and Maintenance, Dulles International Airport	4,590	4,707	4,600	4,600
Construction, Washington National Airport	1,050	--	--	--
Construction, Dulles International Airport	200	--	--	--
Grants-in-aid for Airports	75,000	50,000	71,000	71,000
Civil Supersonic Aircraft Development	<u>140,000</u>	<u>280,000</u>	<u>280,000</u>	<u>280,000</u>
TOTALS	\$866,910	\$957,986	\$972,831	\$977,331

CONERLY DESIGNATED DEVELOPMENT DEPUTY. Joe D. Conerly, former chief of the Communication Development Division of Systems Research and Development Service, has been named Deputy of that Service. Conerly joined the Agency in 1946 in what is now the Southwest Region as an aircraft communicator and maintenance technician. His subsequent assignments have included a wide variety of communications and research and development positions as well as service with the Airways Modernization Board. He is a graduate engineer from Louisiana State University.

FLY IN OF EXPERIMENTAL AIRCRAFT SCORES BIG. During the week-long annual fly in of the Experimental Aircraft Association, Central Region tower, flight service station and general aviation district office personnel handled more than 25,000 operations at the small Rockford, Ill., airport. The feat was accomplished by using a combination of conventional two-way radio communication from the tower plus mobile control units and hand signals. Among the participants were 172 vintage aircraft and 217 homebuilts. Operations peaked on Sat., Aug. 6, with 5,079 operations of which 2,563 were itinerant.

FAA GAINS 'GOONEY BIRDS'. On Aug. 1, 1966, the FAA acquired title to 34 DC-3 aircraft (Gooney Birds) on an as-is, where-is, non-reimbursable basis from the Naval Air Systems Command. These aircraft have been on loan to FAA since 1956 for flight inspection purposes.

RULEMAKING SUMMARIZED. Issued during the week of Aug. 3-9, is an amendment deleting Part 161 which prescribes the rules governing the use of the Cold Bay, Alaska, airport operated by the FAA. The airport is now being operated by the State of Alaska.

FAVORABLE REACTION TO AGENCY SEMINAR ON EQUAL EMPLOYMENT OPPORTUNITY. The work study seminar (INTERCOM 66-26) held in Kansas City, Mo., July 14 and July 15 was well received by the participants. The general reaction was that the seminar will assist management in carrying out the Equal Employment Opportunity policy of the President. The Agency is considering a series of similar seminars to be conducted in the regions.

AGENCY TO RECOGNIZE OUTSTANDING HANDICAPPED WORKERS. As part of this year's Employ the Handicapped Week, the FAA will honor its outstanding handicapped workers. Regions and Centers have been asked to name a handicapped employee of the year from within their employment jurisdiction. The employees designated will then be considered for selection as the FAA Handicapped Employee of the Year. According to the President's Committee on Employment of Handicapped and the Civil Service Commission, our plan represents the first effort of a major Agency to conduct a national program of this nature.

UCR GETS RESULTS. Arthur P. Vea, SMS-532, Coleta, Cal., reported on FAA Form 3708 that certain dual channel amplifiers have a limiting resistor which prevents a true output reading for maintenance purposes. His UCR resulted in an immediate revision to the appropriate directive by SM adding the specified dual channel amplifier to the list of amplifiers to be modified. If you are aware of an unsatisfactory condition, don't keep it a secret, submit a UCR today.

WATCH THOSE INDOOR BARBECUES. The Office of Aviation Medicine warns us that the combination of a summer shower and a barbecue party can produce carbon monoxide hazards. Many people move indoors in such circumstances without realizing that the charcoal briquettes release large quantities of carbon monoxide. Good ventilation is required to dissipate the harmful gases. Because carbon monoxide is odorless, it can accumulate undetected in a room in sufficient quantity to cause poisoning or asphyxiation. Whether you're burning briquettes in a basement, garage or a closed porch - or using a hibachi on the dining room table--make sure you have plenty of ventilation.

FROM CAB ANNOUNCEMENTS. A series of five regional air cargo workshops will be held this fall to provide a "direct channel of communication" between shippers and air carriers. In announcing the workshops, CAB Chairman Charles S. Murphy said, "The momentum of the development of air transportation has been so swift that it has outpaced communications between air carriers and their customers." The first regional air cargo workshop is scheduled for Sept. 20-21 in Seattle. Subsequent ones are planned in Miami, New York City, Chicago, and Los Angeles. Another CAB action permits airlines to accept advance reservations from a military passenger travelling on emergency leave at a 50 per cent discount if he surrenders to the carrier a document from his commanding officer or the Red Cross which certifies he is travelling on emergency leave.

ORDER NAILS DOWN NAS ACRONYMS AND DEFINITIONS. Several definitions related to the NAS Stage A High Density Terminal Program have complicated communications between the several offices and services within the Agency which have been working on its various portions. To standardize the acronyms and fix certain definitions, Order 1800.16 was published 7/28/66. It includes the following definitions:

High Density Terminal Area. A terminal area which produces more than 300,000 instrument operations per year and which normally encompasses more than one major airport served by more than one radar system. Currently these are New York, Chicago, Washington, Los Angeles, and Oakland/San Francisco, TRACON. Terminal radar approach control facility.

TRACON M. A terminal radar approach control facility which provides approach control service in a High Density Terminal Area.

THE CUSTOMER (IS ALWAYS) (ALSO) WRITE(S).

Letters of praise for the service provided by FAA employees are coming to the Administrator in increasing numbers. To help the people who are providing this superior service explain the philosophy they follow in carrying out their Agency work, we are running this box. Perhaps you know someone who would profit from having this on his desk.

Words To Work By

All of the people who come to us, write to us, or call us on the telephone are the important people in our work.

They are not dependent on us—we are dependent on them.

They are not an interruption of our work—they are the purpose of it. We are not doing them a favor by serving them—they are doing us a favor by giving us the opportunity to do so.

People who come to us are not outsiders to our agency—they are part of it.

People are not cold statistics—they are flesh and blood human beings with feelings and emotions like our own.

They are not someone to argue or match wits with—nobody ever won an argument.

DID YOU KNOW? That the Federal Records Center at Alexandria can hold your file material at one-fifth of the cost of holding it in your files? That the center will give you one-day service in returning a box, a folder, or a letter to you? That the public can be referred to the records center if they wish to research FAA items stored at the center? That in urgent cases you can pick up items at Alexandria, or have data read to you over the telephone? DID YOU KNOW THAT ANY FILES NOT USED MORE THAN ONCE A MONTH PER FILE DRAWER ARE INACTIVE AND ELIGIBLE FOR IMMEDIATE TRANSFER TO THE RECORDS CENTER?

PROGRAMS GAIN NAVAL ASSISTANT. Capt. James D. Mooney, USN, reported for duty on Aug. 1, on the Program Requirements Staff, Office of the Associate Administrator for Programs. Prior to this assignment, Mooney was Naval Attache, U. S. Embassy, Canberra, Australia.

AWARDS AND REWARDS. The Office of Management Services presented Special Service Awards to Harold E. Sellers, Clarence M. Borchers, Alford Easterling, and Charles D. Bowers. A Sustained Superior Performance Award was presented to Frederic C. Osgood and a Quality Within Grade Increase was awarded to Matthew R. Pasquale. Flight Standards Service presented Quality Within Grade Increases to Edward C. Hodson, chief of the Regulations Staff, FS-40, and to Hayward S. Florer, Hodson's assistant.

MEN'S SOFTBALL TEAM WINS TITLE. The Headquarters men's softball team captured its second championship title within the last three years. The team wound up the regular season with an 8-3 record and went undefeated in its last seven games. The team now moves into a city-wide championship tournament and Manager Russ Williams indicates the team is sharp and ready.

PODOLAK NAMED CHIEF OF BIOENGINEERING. Edward Podolak, Research Physicist in the Agency's Office of Aviation Medicine, has been named chief of the Bioengineering Branch of the Aeromedical Applications Division. Podolak, a career employee, has been chief of the Biophysics and Electronics Section, Georgetown Clinical Research Institute (and its predecessor organization) since 1959. In this capacity, he carried out extensive bioengineering research on ballistocardiographic and related biomedical techniques, including the application of automatic data processing systems to medicine.

WELCOME TO FAA! Clerk-stenos PEGGY LEE SHANDOR, FS; GLORIA JEAN WEAKLAND, AS; MARY LOUISE SOZNY, AS; WANDA J. BAWIEC, RD; DEBORAH J. BEHUN, BNCA; BARBARA J. BLICK, RD; HELEN M. BOBAK, FS; MELISSA B. ERICKSON, IM; CAROL ANN PATRICK, PT; LORETTA S. CROWDER, RD; SHARON JEFFRIES, IA; JOAN BEARER, IM, and DOROTHY A. CHULICK, PT. Clerk-typist SUSAN F. FISK, CS; policeman HERMAN L. TABLER, BNCA; secretary HELEN R. EARLE, RD; travel and transport examiner CLINTON LASHER, HQ; personnel staffing specialists MARY W. TRUMP and RONALD J. WRIGHT, PT; technical publications editor JOHN R. MURPHY, HQ; aerospace engineer ROLAND M. BELL, SS; laborers JOSEPH BROWN Jr. and NATIONIEL G. WINSTON, BNCA; communications specialist GEORGE NEWTON, HQ, and public information specialist HECTOR SANTA-ANNA, IS.

Suggested items for INTERCOM should be sent to IS-40, x25574.

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FAA Library

William F. McLean
Administrator

AUG 25 1966

66-34 August 22, 1966

Technical Processing

SPIEKERMAN SUCCEEDS PROVAN AS MANAGEMENT SERVICES DIRECTOR. Ernest T. Spiekerman has moved from Deputy Director to Director of the Office of Management Services to succeed John Provan who was named recently as Assistant Administrator for Appraisal. Spiekerman's Federal service dates from 1934 when he joined the Bureau of Internal Revenue in Seattle. His service includes assignments with the Veterans Administration, the Federal Power Commission and the U. S. Navy. He joined the Agency as a management analyst in 1960 and was named Deputy Director, MS, in 1962. Spiekerman is a graduate of Stanford University.

CAPTAIN MOORE NAMED PC DEPUTY. Captain Waller C. Moore, a career naval officer, pilot and Naval Academy graduate, has been named Deputy Director of the Pacific Region. Captain Moore succeeds Captain Hugh K. Laing, also a naval officer, who has held the post since January 1963. Laing is retiring from military service. Captain Moore, currently director of the Office of Naval Materiel's Plans Division in Washington, D. C., graduated from the Naval Academy in 1939 and received his wings in 1942. He has logged nearly 4,000 flight hours.

COMMITTEE RESTORES SOME BUDGET CUTS. Following Senate action on the Agency's appropriation bill for FY'67, a House/Senate Conference Committee voted to restore \$1.0 million of the \$2.0 million difference in the Operations Appropriation and \$1.0 million of the \$2.5 million difference in the Research and Development figures. Considering all Agency appropriations, except FAAP, the conference action brings a net reduction of only \$4.2 million on the total Agency request of \$908 million. The modest reduction from the President's Budget reflects Congressional awareness of the austere budget submitted by the Agency and the existence of an atmosphere of "cost consciousness" at all levels of Agency management. Although final passage and Presidential signing of the bill is not expected for several days, no changes are expected from the Conference recommendations.

LEAVE SYSTEM UNCHANGED. The Civil Service Commission announced last week that it has decided not to propose legislative changes in the Federal leave system at this time but instead will direct its immediate efforts toward improving administration of the present system.

GOLD SEAL CERTIFICATES GO TO FLIGHT INSTRUCTORS. Active flight instructors who have specified qualifications will receive flight instructor certificates bearing distinctive gold seals under the provisions of Notice 8420.1, Ch. 5, 7/25/66. The certificates will be issued automatically at the time of renewal and upon request at any time to each flight instructor who (1) holds a Commercial Pilot Certificate with an instrument rating, (2) holds a Ground Instructor Certificate with at least an advanced ground school rating, (3) has attended a flight instructor clinic since the last issuance or reissuance of his Flight Instructor Certificate, and (4) has within the past 24 months trained and recommended at least ten successful applicants for certificates or ratings.

REGIONAL DIRECTORS LEAD IN FEDERAL AGENCY COOPERATION. In four metropolitan areas, FAA Regional Directors are serving in key positions on Federal Executive Boards. These Boards are councils of key field officials which are designed to encourage greater cooperation among Federal field units. Eastern Region Director Oscar Bakke is chairman of the Federal Executive Board in New York, Western Region Director Joe Tippets chairs the Los Angeles FEB, Central Region Director Ed Marsh is vice-chairman of the Kansas City Board and Pacific Region Director Phil Swatek has been chairman of the Honolulu Federal Executive Association which has recently been approved as a Federal Executive Board. Among the activities of the FEBs are coordinated approaches to cost reduction, fund raising, equal opportunity, public information and the "War on Poverty."

RULEMAKING SUMMARIZED. During the week of August 10-16, the Agency issued Amdt. 11-5, effective August 20, 1966, that expressly states the rulemaking authority of the Associate Administrators and clarifies other matters related to FAA rulemaking procedures; rescinded were Amdts. 61-21, 63-4, and 65-8, "Prerequisites for Written Tests," that would have become effective August 15, 1966. Notice 65-28, that had proposed to require persons to tie down small aircraft they parked at WNA or DIA, was withdrawn.

VARIATION OF 40-HOUR WORKWEEK CLARIFIED. Interim guidelines on the special tours of duty authorized for educational purposes by Public Law 89-478 have been published in Notice 3600.6, 7/26/66. The order stipulates that the authority applies to training courses other than those covered by or paid for under the Government Employee's Training Act, that no additional personal services costs shall result, no premium compensation will be paid for work on such special tours simply because it happens to fall in a period which might otherwise call for such pay, the new work arrangement must not interfere with the accomplishment of the employee's job, and adequate controls must be established to assure that the employee works a full 40-hour week. Courses taken under the program should equip the employee for more effective work in the Agency, but they need not be directly related to his job and they do not have to be deemed essential to the Federal activity.

DEPUTY ADMINISTRATOR NAMES SPECIAL ASSISTANT. Clay W. Hedges, who is now serving as chief of the Evaluation and Investigation Staff, Central Region, has been named special assistant to Deputy Administrator David D. Thomas. He succeeds C. R. Melugin who was recently confirmed as the manager of Washington National Airport. Hedges is a career civil servant with more than 20 years FAA service. Holder of a commercial pilot license, Hedges has served as chief and assistant chief of the Detroit Center and as chief of the Great Falls, Mont., SAGE sector.

PREMIUM PAY REGULATIONS PUBLISHED. Regulations which govern Sunday premium pay for Classification Act and Wage Board employees clarify several questions which have been raised since the law was passed. The law authorized premium pay at the rate of 25 per cent of basic compensation for regular tours of duty, any part of which falls on Sunday. The regulations clarify such points as:

- o Sunday premium pay is not authorized for work defined as overtime.
- o The premium applies to the full eight-hour period if any part of the tour falls on Sunday. (For example, a tour from 8 p.m. Sunday to 4:30 a.m. Monday.)
- o A total of 16 hours can qualify for premium pay for an employee who works two tours falling on Sunday. (For example, one ending at 4:30 a.m. on Sunday and another beginning at 8 p.m. the same day.)
- o An employee must actually perform work during the Sunday portion of the tour to qualify for Sunday premium pay. (For example, if the first three hours of a tour normally beginning at 8 p.m. on Sunday are covered by leave and the balance is normal duty, only the period from 11 p.m. to 4:30 a.m. qualifies for premium pay--but the first three-hour period does not. If all the Sunday hours are covered by leave, none of the tour qualifies for the premium rate.)

TEXAS INSTRUMENTS WINS \$1.8 MILLION CONTRACT FOR AIRPORT RADAR DISPLAYS. A \$1.8 million contract for 24 airport surveillance radar display systems has been awarded to Texas Instruments, Inc., of Dallas by the Agency under a joint funding agreement with the U. S. Navy, U. S. Army and the Agency for International Development (AID). Radar air traffic controllers, using the new equipment, can "see" aircraft as far away as 60 miles and as high as 30,000 feet. The range may be extended to 200 nautical miles to display aircraft with radar beacon transponders. Seventeen of the display systems will replace obsolete equipment now used at Navy and Marine Air Stations; two, to be paid for under an AID agreement, will go to Brazil; one will go to the U. S. Army, Fort Rucker, Ala.; and four will be used by FAA at high density air traffic locations which require more than one display system.

PREREQUISITES FOR AIRMAN WRITTEN EXAMS REINSTATED. The Agency rescinded recent rule changes which would have permitted airmen, beginning August 15, to take written examinations without first showing qualifying experience as a prerequisite. The cancellation of the new rule has the effect of reinstating previous rules which required applicants for certificates and ratings for mechanics, airline transport pilot, flight engineers, navigators, junior grade tower operators, dispatchers, and senior and master parachute riggers to show aeronautical qualifying experience as a prerequisite for taking written examinations.

FAA'S 300th TOWER COMMISSIONED. The 300th civilian airport traffic control tower was commissioned at Hillsboro, Ore., on August 18. Dedication ceremonies at the busy northwestern airport are scheduled for August 28. Hillsboro is the eighth tower completed this year. Others commissioned this year are Decatur, Ga.; Alton, Ill.; St. Petersburg, Fla.; Janesville, Wisc.; Melbourne, Fla.; Decatur, Ill.; and Saginaw, Mich. At each of the locations, general aviation flying is the predominant activity.

Suggested items for INTERCOM should be sent to IS=40, x25574.

DID YOU KNOW? That the headquarters building holds 4,000 pieces of file equipment worth almost one-half million dollars--that 60 million pieces of paper are held to record the information needed for Agency-wide direction--that merely having this volume in file costs \$600,000 a year (at a penny per piece)? DID YOU KNOW THAT ONLY YOU CAN LESSEN THIS EXPENSE BY TRANSFERRING AND DESTROYING INACTIVE AND OBSOLETE PAPERS?

SPECIAL NOTICE TO PARKING PERMIT HOLDERS. With your September billing, you will receive a laminated permanent Identification Card which will be numbered to match your permit. This card replaces the windshield ticket with matching claim stub and it must be shown to the attendant on leaving the garage after Sept. 1, 1966. The system is expected to improve traffic flow in and out of the garages and eliminate inconvenience to employees who arrive to work early. Loss of either the permit or the Identification Card necessitates assignment of a new complete set, so a replacement fee of \$1.00 must be charged if either is lost.

AWARDS AND REWARDS. The Office of Supersonic Transport Development awarded an outstanding Performance Rating and a Sustained Superior Performance Award to Rosetta A. Carmody. The Office of Aviation Medicine presented Quality Within-Grade Pay Increases to: Mary S. Harper, Dr. Sherrod V. Anderson, and John H. Wood; Sustained Superior Performance Awards went to: Garnett Gravely and Carol F. Cannon.

EXECUTIVE REASSIGNMENTS ANNOUNCED. Reassignments were announced last week for Jay W. Rabb, from Engineering Management Officer, NS, to chief of the Systems Division, NS, and for Kenneth P. Gray, from chief of the Data Processing Branch, RD, to chief of the Engineering Branch, NS. Rabb, a veteran of 25 years Government service, joined the Agency in 1959 as chief of the Computer Systems Section, RD. He is a graduate of Louisiana Polytechnical Institute and he has a master's degree from Virginia Polytechnical Institute. Gray joined the Agency in 1961 after service with the Canadian Department of Transportation. Prior to his present assignment, he served as an executive staff member in data processing and design, RD. He is a graduate engineer from the University of Toronto.

PASSES AUTHORIZED FOR MEDAL OF HONOR WINNERS. Following a request from the Air Transport Association, the Chief of Staff of the Army and the Mayor of Los Angeles, the CAB has granted an exemption to all scheduled U. S. air carriers within the 50 states authorizing Congressional Medal of Honor winners and their wives to be flown without charge to and from Los Angeles to attend the 105th reunion of the Congressional Medal of Honor Society to be held there in October.

STANDARDIZED REPORTING TECHNIQUES STUDIED. A standard format for reports from Government contractors and grantees is the aim of a working group chaired by Jack W. Grewell, RD. Sponsored by the President's Committee on Scientific and Technical Information (COSATI), the group is composed of members of DOD, NASA, HEW, AEC, Commerce, Agriculture and FAA. The study resulted from a proposed Federal standard submitted by technical publications editor John S. Nigro, RD-54.

INTERCOM

F E D E R A L A V I A T I O N A G E N C Y

William F. McKee
Administrator

66-36 September 6, 1966

SST FINAL DESIGN PROPOSALS SUBMITTED TODAY. The time of decision for the four companies competing to build the American supersonic transport (SST) begins today when the four concerns submit their final design proposals. The airframe manufacturers in the race are the Boeing Company and the Lockheed Aircraft Corporation; the engine competitors are the General Electric Company and the Pratt & Whitney Division of the United Aircraft Corporation. The proposals will be evaluated by a special team of approximately 200 Government aeronautical experts, drawn primarily from FAA, NASA, and DOD. Maj. General J. C. Maxwell, Director of Supersonic Transport Development, is serving as chairman of the group. Ten domestic and approximately 21 foreign airlines will conduct independent analyses of the competing airframe and engine designs to determine the combination which promises to best serve the requirements of each. Their recommendations will be an important factor in influencing the final selection of SST prototype contractors. Present plans call for the prototype construction to get underway next January. The SST is expected to be ready for airline service by mid 1974.

DEPARTMENT OF TRANSPORTATION GETS HOUSE APPROVAL. By an overwhelming 336-42 roll call vote, the House voted last week to create the proposed new cabinet-level Department of Transportation, of which FAA would be a major part. The bill has been sent to the Senate.

LETTERS WE LIKE TO RECEIVE. Major Walter R. Cleary, President of the Stewart AFB Aero Club, who recently ferried a small plane across the country, said in a letter to Administrator McKee: "This six-day trip was most enjoyable, but the most wonderful thing was the exceptionally fine treatment we received from all of your personnel while en route. In every single instance we received highly intelligent, articulate, personalized attention, almost as though we were the only aircraft flying this route. A big pat on the back and 'thanks' to all of your people." Another particularly complimentary note to the Administrator came from a Texas attorney who had just completed a 5,000 mile air tour around the country. He wrote, in part: "I wish to take this opportunity to report that in all instances the personnel of the flight service stations were most cooperative, helpful, and exhibited a high degree of dedication to their work...I do not believe any organization, public or private, has better personnel."

WOMEN OPPORTUNITIES GAIN. The number of women in Federal jobs paying \$10,000 or more has increased 26 per cent since President Johnson took office. In FAA, there are approximately 300 women in positions at grades GS-10 and above.

AVIATION MECHANICS REVIEW AVAILABLE. Judged by Agency experts as "must" reading for anyone connected with aviation mechanics and their training is a report entitled A National Study of Aviation Mechanics Occupation. The work, prepared at the University of California at Los Angeles under a grant from the U. S. Office of Education, is an unbiased study of what an aviation mechanic does, what he should know, and what he should be capable of doing upon completion of his initial training. Copies may be requested from the Maintenance Division, Flight Standards Service, Attention: FS-345, or from the Division of Vocational Education, University of California at Los Angeles.

FAA TO HEAD INTERAGENCY BIRD HAZARD COMMITTEE. Eight Government agencies are joining forces in an Interagency Bird Hazard Committee to pool data and develop methods of mitigating the dangers of bird strikes to aircraft in flight. The Committee, consisting of representatives of the Departments of Interior, Health, Education and Welfare, Army, Navy and Air Force, NASA, CAB and FAA, will hold its first meeting at FAA Headquarters on September 9. Bird strikes, which occasionally result in fatal accidents, cost operators millions of dollars each year in damage to airplane structures and engines.

GUIDELINES ISSUED ON PAYMENT OF BACK PAY. Implementing instructions to the Back Pay Act of 1966 have been issued by the Civil Service Commission. The Act, enacted March 30, 1966, is designed to extend on a more uniform and equitable basis the previous provisions of law for restoring an employee's pay which he lost because of unjustified personnel actions later corrected. The Act established a single, comprehensive pay adjustment authority for use after an erroneous or unwarranted personnel action is corrected. Questions relating to the Back Pay Act should be directed to your personnel office.

THIS IS A COLD WAR! Alaska has reported that 30 per cent of its forms were eliminated in a special Agency-wide forms review, part of our effort toward the President's War on Waste. Meanwhile, back at Washington Headquarters, another battle was escalated: the campaign to eliminate useless files and filing equipment. For those who thrive on statistics: at the half-way point of the effort, 1,600 cubic feet of useless files had been destroyed, another 780 cubic feet transferred to low cost storage at the Federal Records Center, and 155 pieces of equipment released.

EQUIPMENT RECOVERY POLICY PAYS OFF. The FAA incorporates, in its major equipment and electronic repair parts contracts, a warranty on performance in relation to time. During FY'66 the FAA Depot at Oklahoma City was successful in 1,091 recovery claim actions for replacement or repair of equipment and parts, valued at \$792,934, which failed during the warranty period.

TELEPHONE MANNERS. It's an old subject, but one that needs repeating. Anyone who picks up a telephone is the spokesman not only for his particular unit, but for his branch, division, service, and for the entire Agency. An unpleasant tone, insolence, or sheer laziness (bucking a routine call to some other place) not only creates a most unfavorable image, but in many cases, can produce a permanent, damaging effect. Besides, it's more fun to be cheerful.

COMING ATTRACTIONS. The September issue of FAA HORIZONS which will be distributed this week features a cover story about the Agency's farthest reaching efforts to date in the Nation's civil rights efforts. How a former pro football player, a doggedly determined young realist, and a patient, soft-spoken counselor--all FAA Negro employees--have been marshalled to take the Agency's lead in the profound stages of the battle for civil rights is the subject of "Billy's CHANCE"....Another battle--a dog fight between a red Fokker and a Sopwith Snipe--is staged monthly in New York by aerial impressario, Cole Palen. Palen, owner of one of the world's most extensive collections of flying vintage aircraft, is the subject of a feature about his flying circus. Of special interest to FAA readers is how the Agency has the responsibility for determining which of his craft are flimsy and which are flyable....A young man who listens with his eyes, instead of his ears, will be an inspiration to the readers of "The Soundless But Boundless World of Ray Harper." Harper is a completely deaf FAA computer programmer and part-time NASA guinea pig in the Gemini and Apollo projects....A prominent guest writer, Newton E. Lieurance--a meteorologist and Director of Aviation Affairs, Environmental Science Services Administration (ESSA)--describes "Satellites: Sentinels of Aviation Weather"....Mrs. Beth Bowers, the FAA's first woman hearing officer, and her colleagues on the Agency's "Court of Last Report" also are featured in the September issue.

"WHY DON'T YOU....?" This question has been asked hundreds of times by FAA employees who have seen ways to improve the system, but no constructive channel through which to implement their ideas. The Unsatisfactory Condition Report (UCR) provides such a vehicle--and no problem is too small or too large. For example, Earl E. Palmer of the Airways Facilities Branch in the Seattle Area Office observed and reported the existence of faulty crystals in receivers. As a result, FAA in coordination with the crystal manufacturers conducted a series of tests which confirmed the erratic operation of the crystals involved. Instructions were issued immediately to concerned facilities to procure new crystals for the specified receivers. In Gainesville, Fla., another AFSer, Charles E. Clayton, reported that drive belts for Voice/Code Reproducers stretch beyond the adjustment limit of the equipment, or show signs of deep cracks after a short period of service. His Unsatisfactory Condition Report resulted in the quick and effective correction to system outages and equipment failures. Palmer's and Clayton's UCRs not only brought two significant problems to solution, but indicated their personal initiative and professional concern. Why don't you...get ahold of a UCR, FAA Form 3708?

FEDERAL SERVICE ENTRANCE EXAMS OPEN FOR 1966=67. The FSEEs will be given eight times during the coming college year at more than 700 points in the United States, the Panama Canal Zone, Guam, Puerto Rico, and the Virgin Islands. Candidates may obtain copies of the announcement, containing all necessary details on how to apply and testing dates, from Agency personnel officers, post offices, Interagency Boards of Civil Service Examiners, or any office of the Civil Service Commission. Applications for the first test given this fall on October 15 must be filed by September 14.

RULE=MAKING SUMMARIZED. During the week of August 24-30, the Agency issued Amendment 151-13, effective October 2, 1966, that incorporates into Part 151 additional technical guidelines governing airport development projects under the Federal-aid Airport Program.

CAMPAIGN WORKERS' RALLY. Administrator McKee, Chairman for the Agency's 1966 Combined Federal Campaign, will conduct a "kickoff" rally for all FAA Hq. Campaign workers in the auditorium on Friday, Sept. 9, 1966, at 3:00 p.m. Vice Chairman for the Campaign, Robert H. Willey, Associate Administrator for Personnel and Training, announced that FAA's share of the Government-wide \$5.5 million goal is \$144,280 and stated that this goal can be met if FAAers continue to support this worthwhile Campaign as they have in the past. In a memorandum to all Federal employees, the President said, "Generosity and concern for others is a proud tradition of all who serve in the United States Government. I am sure you will want to set an example of responsible and compassionate citizenship in making your decision to support the Combined Federal Campaign this year." The Government-wide Campaign will begin on September 12.

AWARDS AND REWARDS. The Administrator, at a recent staff meeting, presented Special Act Awards to W. Harry Hill, Chief, Programs Division, SM, and John Moundalexis, Chief Management Engineering Branch, MS, for their work in an Agency-wide review of facilities which resulted in 261 facilities recommended for elimination and 104 identified for co-location or conversion. Full implementation of the plan would result in a savings of millions of dollars to the Agency. Sustained Superior Performance Awards were presented to Catherine Miller, Lois Harris, Martha Durham, Mildred King, and P. M. Kehoe, all of FS, and Robert Weigand of IM. Stephen Brodnan, Margaret Whistler, Frederick Larson, all of FS, and Florence Koberlein and Herbert Spruill of IM received Quality Within Grade Pay Increases. Edward Bushong of IM received a beneficial suggestion award.

WELCOME TO FAA! Clerk-typists Beverly Ross, IM; Francis D. Campbell, Publishing and Graphics Division, HQ; Mary B. Klimek, Engineering and Manufacturing Division, FS; Patricia A. Suenkonis, Maintenance Division, FS; clerk-stenos Pattie R. Martin, Personnel Operations Division, HQ; Nancy M. Dixon, Maintenance Division, FS; Carol A. Hardister, SM; Sharon L. Stephens, SM; Jane H. Morris, secretary, ATC Development Division, RD; Franklin F. Hahn, laborer, Maintenance Division, CA; Charles Stack, Jr., technical publications editor, HQ; Donald J. Cheek, industry economist, PD; and Nancy C. Morys, personnel management specialist, Personnel Programs Division, PT.

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FEDERAL AVIATION AGENCY

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JAN 11 1967

William F. McKee
Administrator

66-38 September 19, 1966

Technical Processing
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SEMIANNUAL CONFERENCE STRESSES LEADERSHIP. The Administrator and his Washington staff last week completed a three-day conference with regional and center directors. As one of the major topics of the conference, General McKee stressed the need for leadership in providing service to the public. He told the Agency's field directors that a key to the Agency's success is its personnel--"our most valuable asset." He called for good leadership to produce good morale and he stressed the need for good communications to keep everyone pulling in the same direction and to stimulate ideas. A goal should be to have each employee adopt the three "i" concept toward his job--ideas, imagination and innovation, he said. Programs discussed included: Functional Responsibility--the few remaining unresolved issues in delineating responsibilities between regions and areas were discussed; Aviation Safety--Agency activity in safety research and development as well as the aviation education program under development were covered; Procurement and Logistics--the new procurement manual was described and the need was stressed for teamwork in procurement with proper use of all necessary skills such as legal, audit, engineering, and budget as well as procurement specialists to allow the Agency to meet its goal of having the best procurement program in Government; Airports--developing a national airports system responsive to rapidly increasing and changing requirements was stated as an important part of airport planning.

FAST GROWTH FORECAST FOR GENERAL AVIATION. The general aviation fleet will be 80 per cent busier in 1975 than in 1964. This and a wealth of other statistics on general aviation are forecast in an FAA report, "General Aviation, A Study and Forecast of the Fleet and Its Use in 1975." The greatest change in the 1975 GA fleet will be a 1,207 per cent increase in turbine engine aircraft--from 306 in 1964 to 4,000 in 1975. Rotorcraft will increase by 129.7 per cent--from 1,306 to 3,000. Preference for larger capacity aircraft will continue, and in 1975, approximately 58 per cent of the GA fleet will be single engine aircraft capable of carrying four or more people, the report reveals. This first detailed forecast of general aviation flying will be used by the Agency to plan aviation facilities and services during the next decade. Distribution to top Agency officials is expected early next week. Among the increases forecast are: business aircraft, from 21,127 to 32,000; personal aircraft, from 46,721 to 88,450; aerial application aircraft, from 4,901 to 6,550; air taxis, from 5,267 to 13,000; industrial-special aircraft (patrolling, advertising and photography), from 1,811 to 2,300; and flight instruction aircraft, from 6,855 to 14,550. Other aircraft in miscellaneous categories will increase from 2,060 to approximately 3,000. The report predicts that general aviation will remain essentially a piston-engine fleet, but improvements in speed, range and size will require more and better navigation and communications for longer cross-country flights.

OCTOBER MEETING IS FOR THE BIRDS. As part of a continuing program to avoid collisions between aircraft and birds, Agency officials will hear the birds' side of the story in an October 7 meeting in Agency headquarters. Dr. William H. Drury, Research Director for the Massachusetts Audubon Society and Frank C. Bellrose, research scientist with the Illinois Natural History Survey, will describe their bird research to a group in the FAA Auditorium on Friday, October 7. Participating will be FAA officials and representatives from Air Transport Association, Aircraft Owners and Pilots Association and other industry groups.

WATCH THOSE NICKNAMES, CHARLEY. If you're thinking of a code term or a nickname for a project or program, check OA P 1660.2, Chapter 15, before you christen it. Code terms or nicknames for all projects and programs must be approved in accordance with the Order.

FLIGHT STANDARDS QUALIFICATION STANDARDS UNDER REVIEW. A comprehensive review of entrance requirements for flight standards positions is now in progress. A joint effort is being made by Flight Standards and the Office of Personnel and Training to assure maximum eligibility of personnel consistent with maintaining effective standards.

ATA LISTS PROBLEMS OF EMERGENCY EVACUATION. On the suggestion of an FAA-sponsored Government/industry group, the Air Transport Association is developing a list of high priority problems related to emergency evacuation of large transport aircraft for which the Civil Aeromedical Institute will seek answers. The project resulted from an August meeting of the Flight Standards/Medical Research Advisory Committee on Emergency Evacuation of large transports. The meeting was attended by ATA representatives from a number of airlines, the manufacturers of large transports--Boeing, Douglas, Lockheed--as well as the Air Force, Coast Guard and the Air Line Pilots Association. Based on the ATA list of urgent problems, CAMI will prepare a proposal for a test device for finding answers to the problems.

STUDY OF 'SUITCASE-SIZE' FLIGHT CHECK PACKAGE RENEWED. A light-weight package which promises to make it possible for air navigation facilities to be checked by a wide variety of aircraft is being redesigned at the Aircraft Services Base in Oklahoma City. On the suggestion of Southern Region, a 70-pound unit was designed some time ago to demonstrate the feasibility of using portable equipment to flight check VORs, ILSs and other navigation equipment aboard aircraft which might normally fly in their vicinity. An initial evaluation brought suggestions for several additional features which could be incorporated in the package. Because of wide interest now being shown by commercial companies, foreign governments and U. S. military departments, redesign of the system is now being expedited.

RULE-MAKING SUMMARIZED. During the week of September 7-13, the Agency issued Amdt. 61-24, effective Oct. 17, 1966, that establishes, and prescribes standards for issuance of a helicopter instrument rating; and Amdt. 151-14, effective Oct. 8, 1966, that aligns Part 151 with the current Agency policy on exclusive rights at FAAP assisted airports.

MECHANICAL ENGINEER NEEDED. Alaska has reported difficulty in filling a Mechanical Engineer, GS-830-11, salary at GS-11 (\$9,536), position. It is in the Plant and Structures Branch, Airway Facilities Division, Regional Headquarters in Anchorage. A 25 per cent cost-of-living allowance is authorized which is not taxable for Federal income tax purposes. Employment is subject to a two-year renewable employment agreement. Cost of transportation of employee and dependents and transportation of household effects is at Government expense. Tell your professional associates who might be interested to send their application to: Chief, Personnel and Training Division, Federal Aviation Agency, 632 Sixth Avenue, Anchorage, Alaska 99501.

SUPPORT SOUGHT FOR 'STAY IN SCHOOL' CAMPAIGN. The Civil Service Commission has called on Federal agencies to support the President's "Stay-in-School" Campaign by counseling summer workers to continue their education and, where possible, by providing the youngsters with part-time employment. CSC Chairman John W. Macy, Jr., told Federal managers: "We have had some indication that some of these youths, who for the first time in their lives experienced the satisfaction of meaningful employment and a steady income this summer, want to continue working at the expense of their education." He urged that any action on the part of Agency officials which could be construed as encouraging youth to leave school should be "carefully avoided."

PROGRESS ON AGENCY PROGRAMS TO BE REPORTED IN LAY LANGUAGE. Periodic progress and summary reports will be issued on important Agency programs and projects to keep the public, press and aviation industry better informed. The reports, to be written in laymen terms by the Office of Information Services, will be distributed to nearly 3,000 general and trade publications, industry groups, educational institutions, professional associations and to the members of the aviation community who regularly receive Agency informational material.

FLIGHT PLAN DATA COMPILED. IFR or VFR flight plans covered 4.9 million of the 16.7 million hours flown by general aviation aircraft during calendar year 1965. This was revealed by a statistical analysis made by Management Services based on a two per cent sample of all flight plans filed at flight service stations and combined station/towers. Flight plans covered 29.4 per cent of the total hours flown. IFR flight plans cover 1.2 million hours and VFR flight plans cover 3.7 million hours.

PUBLICITY PAYS OFF. What good internal communication can do for an Agency program was reported in a memorandum from Director of Management Services, E. T. Spiekerman. Spiekerman told Charles Warnick, Director of Information Services, that the rate at which employees submitted Unsatisfactory Condition Reports more than doubled as a result of a publicity campaign in INTERCOM and HORIZONS. "More important than the mere increase in the number of UCRs," Spiekerman added, "is the fact that the UCRs have dealt with a variety of problems. Many have resulted in constructive and beneficial changes in safety and other operations."

BIG GIVER MAY BE BIG WINNER. To promote payroll deduction giving in the Combined Federal Campaign, one year's free parking in the FAA garage will be awarded to some generous FAA employee. The award will go to the individual whose payroll deduction contribution is the largest percentage of his bi-weekly gross salary. Only those contributions pledged by October 1, 1966, will be eligible for the award. Help FAA set the pace for the rest of the Government by making your payroll deduction pledge now.

BERT LA CROIX RECEIVES PAPERWORK AWARD. The annual Federal Government Paperwork Management Award dinner will be held September 27 at the Shoreham Hotel. Bert La Croix of the Office of Management Services will receive an award for his outstanding contribution to increased economy and efficiency through paperwork management. He is one of the 21 national award winners who will attend the ceremony with their agency heads. Representative Boland will serve as toastmaster, and Comptroller General Staats as the featured speaker. FAA'ers who wish to attend this outstanding award dinner can get additional information and tickets by calling x 27227.

PROCUREMENT IMPROVES SERVICE AND SECURITY. Signs posted at the access points to the Agency's procurement organization now direct all visitors to the Procurement Information Office, Room 408. This is part of a program to improve service and at the same time improve visitor control and security. The program calls for the future construction of two contract review rooms and a bid room, all soundproofed, in the vicinity of the Procurement Information. This will enable non-procurement personnel to accomplish all of their business with procurement in one area.

IDENTIFICATION CARD UNIT MOVED. Photographs for Agency identification cards are now made in room 535 instead of 501A. The hours for obtaining ID cards are still from 2:00 p.m. to 4:00 p.m. every Wednesday. For further information, call x25621.

CALLING CHICAGO. The Chicago Area Office now has a new "on net" FTS telephone number, 8-312-296, plus extension. For information and assistance, dial 8-312-296-1161. CE telephone directories should be annotated on page 20 under "Chicago Area Reference List".

SPEAK UP! Can you communicate your thoughts and ideas to your co-workers and your supervisors orally? If the answer is yes--consider yourself an expert speaker. If the answer is no--then you should enroll in the "Speechcraft Course" to be conducted by the Toastmasters Speechmasters Club 2996. Classes convene in FAA Headquarters Room 910B on Oct. 5, 1966, 5:30 p.m. to 7:30 p.m., and run for ten consecutive weeks. All material will be furnished free. The introductory cost is \$10.00 Contact Stuart Sims, x27051 or Jay Zebooker, x25597. Both men and women students are welcome.

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ADMINISTRATOR SPEAKS AT ATCA. Administrator McKee told delegates at the Air Traffic Control Association Convention in Miami that they "can look forward to a profession that will grow and expand--one that will be requiring new skills and at the same time, be offering new career possibilities." At the close of his Monday night speech, the Administrator read a testimonial to controllers from a satisfied customer, the President of the United States: "As a frequent user of the airways, I know at first hand of the fine work you are doing. Your skill is accepted as a matter of course in the cabin of Air Force One. Millions of Americans take to the air routinely and without second thought as a result of your dedication to duty. This is the best testimony that can be given to the trust placed in you by all of us who travel by air. Your ability to control air traffic with safety and dispatch enables us to anticipate with confidence the technological developments which are destined to revolutionize the future of flight in all its forms."

THOMAS FORECASTS AVIATION OF 1970s FOR ALPA. During the next ten years, the aviation industry will experience explosive growth, be plagued with problems and be the beneficiary of tremendous technological improvements. These forecasts were made by Deputy Administrator David D. Thomas in a speech before the Air Line Pilots Association in Los Angeles on October 5. ALPA, which has 15,000 members, heard Thomas predict that a single airline might have as many as 10,000 pilots by 1975. This year, Thomas said, airlines have added seat capacity equal to that the whole industry had in 1950, and new aircraft on order the first of this year will add again as much seat-mile capacity as the industry has today. "For every 1,000 passengers now using our airports, there will be 2,000 in 1971. For every 1,000 aircraft operations today, there will be 1,600 in 1971, more than 2,000 in 1975," Thomas said. This rosy picture is clouded by prospects of terminal area congestion, airspace congestion delays, insufficient ramp space, passenger accommodations, and parking spaces. Thomas underscored these problems by pointing out that one-half of our air travelers originate at ten of our largest airports and by asking his audience to consider the impact of a zero ceiling and visibility at JFK airport in the era of 500-passenger jumbo jets and supersonic transports. The solution to these problems, he observed, lies in the systems approach to solving the interrelated problems, an approach that is already being used in an interagency approach to some of the problems. Breakthroughs are needed and promised, he said, in such areas as fully automatic all-weather landing systems, noise abatement, and a systems approach to planning. He called for program development that will be carried out "in conjunction with the planning of the air carriers, developments in the manufacturing industry, international aviation developments, the rapidly developing surface transportation technology, and with complete awareness of urbanization trends."

SAVINGS OF \$40 MILLION FORECAST FOR FY 1967. In a report to President Johnson through the Bureau of the Budget, Administrator McKee submitted a cost reduction plan for the current year which is up sharply from the \$28.1 million projected for 1967 a year ago. While a savings of \$40 million was forecast, the goal is less than the amount actually saved during FY 1966. FAA reported cost reductions of \$57.3 million for 1966. This was 177 per cent of the announced goal of \$32.4 million and 6.5 per cent of the Agency's FY 1966 appropriation. The report cautioned, however, that the high 1966 rate of savings could not be continued indefinitely. The largest single project is one originated by the Airports Service based on a study of the effect of gradient on runway length. This project promises a savings of \$4.2 million to FAA and a total savings of \$33.6 million to airport sponsors and the FAAP fund over the next four years.

MANAGEMENT INTERN PROGRAM MADE AGENCYWIDE. For the purpose of training management interns, nineteen temporary positions have been authorized throughout the Agency. Initially, one such position will be assigned annually to the office of the director of each region and center, and nine will be assigned to the office of the Manager of Headquarters Operations. This is part of a new Administrative Management Intern Program, established by Agency Order 3300.2A, which is designed to attract more college graduates into such functions as budget, accounting, audit, management analysis, personnel and training, etc. To qualify for the new program, candidates must meet all requirements of the Management Intern part of the Federal Service Entrance Examination.

THIS IS EXCELLENCE! "We are always pleased to receive compliments," General McKee wrote last week, "but when one comes from a distinguished user of our services, we are especially proud." This was part of a letter the Administrator wrote to Warren B. Riley of Detroit after Mr. Riley wrote: "Everyone with whom I have been in contact in the FAA has been extremely professional, helpful and courteous at all times. It's difficult to say enough good things about them. As a recent 'retread' -- and also a taxpayer -- I wanted you to know my sincere admiration for these dedicated and most pleasant individuals. They deserve a strong vote of thanks from all general aviation pilots and the public as well." In reply to another commendatory letter in which Ted Melsheimer praised the Torrence (Calif.) Tower staff, General McKee wrote "...as you pursue your sailplaning activities at any facility manned by FAA employees you can continue to count on the same kind of cooperation and support. Our Agency exists for one reason alone: to provide safety and service to the American flying public."

IF YOUR REPORT'S A 'NO SHOW,' LET US KNOW. The only thing worse than missing a due date for a report is missing one and not letting the person who expects it know that it will be late. This is a familiar lament in Washington headquarters offices where reports from field offices are needed as the basis for reports to higher authority. Staff officers constantly struggle with the dilemma posed by the need to give field offices a realistic deadline and yet meet the one hanging over their own heads. Deadlines are deadly but they're even more lethal when they're missed without notice.

NEW AIDS CUT FLYING EXPENSE. Since 1962, when the Agency first approved the use of Doppler navigation, TWA reports that it has flown 25,000 crossings, saved 600,000 miles of flight and 1,250 hours of flying time.

AGENCY ADVISES PRESIDENTIAL TASK FORCE. Two Agency personnel officials will advise the Presidential Task Force on Career Management. Civil Service Commission Chairman John Macy asked Associate Administrator for Personnel and Training Robert Willey, and Benjamin Zvolanek, chief of the Training Division, to study Government training policies and regulations and advise the high level Task Force. The President organized the Task Force following his speech last May to the School of Public and International Affairs at Princeton. It will explore, for the President, ways to meet the need for better prepared public servants. Serving with Chairman John Macy on the Task Force are leading educators, administrators and personnel officials in and out of Government.

BUSINESS IS BOOMING AT AGENCY FACILITIES....A record number of landings and takeoffs will be recorded this year at the Agency's 303 airport traffic control towers. Management Services forecasts that 45.1 million operations will be recorded this year for an overall increase of 19 per cent over last year's totals. General aviation, with 33.8 million operations, eclipsed the air carrier fleet and military aviation in both the total number of landings and takeoffs and the percentage of growth. During the 12-month period, general aviation activity increased by 27 per cent. The air carrier fleet recorded 3.2 million, and military takeoffs and landings reached 8.0 million. By the close of 1966, IFR flights handled by Agency facilities will reach 14.0 million for an eight per cent increase, according to the MS forecast. While general aviation accounts for the greatest proportionate increase--44 per cent--air carriers constituted 54 per cent of the air route traffic control center work load. Air carrier IFR operations will reach 7.5 million during the year and general aviation's will be 2.1 million. Figures for 1965 were 6.8 million and 1.5 million, respectively.

...BUT CHICAGO O'HARE STILL TOPS 'EM ALL. Holding its long-standing record as the world's busiest airport, O'Hare International Airport at Chicago set a new single-day record on September 9 with 2,006 landings and takeoffs. All but 366 were scheduled airline flights. In surpassing the 2,000 mark for the first time, O'Hare also set a new 24-hour record by handling 78,155 passengers. FAA controllers handled an average of 111 flight operations per hour from 8 a.m. to midnight. Between 6:00 and 7:00 p.m., 172 landings and takeoffs were recorded. Controllers transmitted more than 20,000 separate voice radio messages to pilots during the period.

WANTED! IDEAS ON IMPROVED STRUCTURAL RELIABILITY. Exchanging maintenance ideas among FAA personnel, the air carrier industry, aircraft manufacturers, and operators is the purpose of a symposium scheduled for November 2, 3 and 4 in Agency Headquarters. Areas to be discussed include structural design and testing concepts, structural inspection programs, reliability programs, fatigue and corrosion control and other subjects related to maintenance of aircraft structure. Those who plan to attend are asked to write the Agency, Attn: Maintenance Division, FS-300, by September 16.

RULE-MAKING SUMMARIZED. During the week of September 28-October 4, the Agency issued Amdt. 37-8, effective Nov. 4, 1966, revising TSO-C72 for individual flotation devices; and Amdt. 121-22, effective Nov. 7, 1966, allowing the use of certain Martin and Convair airplanes in extended over-water operations without being certificated or approved as adequate for ditching under the Part 25 airworthiness requirements.

STATISTICS SUGGEST THERE'S A SAFER SEX. Accidents among women in Agency Headquarters were reduced by 51.2 per cent during FY 1966 while the men chalked up only a 27.2 per cent reduction. The girl-group had only one disabling accident during the past fiscal year while men suffered 27. The goal for FY 1967 under Mission "Safety-70" is a 64 per cent drop in both disabling injuries and total injuries. Anyone object to following the girls?

HEADQUARTERS CLEANSWEEP HITS JACKPOT. By transferring or destroying 1,300 feet of files, HQ set the pace for Washington Headquarters in the drive to reduce files. Close behind were RD with a 1,200 foot reduction and IM and FS, each with 1,000. A total of 496 file cabinets worth \$50,000 were released in Agency Headquarters. The floor space formerly occupied by the cabinets has an estimated annual rental value of \$31,000.

FIRE DRILL COMING UP. Everyone who works at 7th and Independence will have an opportunity to observe Columbus Day, October 12, from outside the building-- provided they schedule it for 2:00 p.m. That is the time a "building evacuation drill" will be signalled as part of the annual Fire Prevention Week. Walter C. Hayhurst, emergency readiness director for HQ, says that employee cooperation has always been good in the past and a smooth, effective drill is expected again this year.

AWARDS AND REWARDS. The Department of the Army has presented Joseph Conroy, MS, with the Meritorious Civilian Service Award for outstanding contributions in the audio-visual field during his 10 years of service prior to transferring to FAA. This is the Army's second highest civilian award. In FS, Sustained Superior Performance Awards went to Elizabeth H. Benson, Barbara A. Crawford and Vera J. Hines; and Quality Within Grade Increases went to Henry H. Hubbell and Nancy A. Mroczka. BNCA reports that since June Quality Within Grade Increases went to Virginia H. Blue, Helen K. Brewer, June Anderson, Linda K. Bullers, Ellen G. Money, Margaret A. Stone, Joan S. Phillips; Sustained Superior Performance Awards to Silvester Piccione, Raymond R. Weisgerber, and Jesse S. Turner. A Special Service Award was presented to Edgar B. Franklin.

WELCOME TO FAA! Leah G. Jackson, clerk-typist, Executive Staff, AT; Helen E. Chew, clerk-steno, Systems Division, NS; Barbara S. Thomas, clerk-steno, Flight Information Division, AT; Helen L. Kemp, clerk-typist, Personnel Programs Division, PT; Janice W. Graves, card punch operator, Data Processing Division, HQ; Jean M. Green, secretary, Special Projects Division, IS; Arline P. Morgan, position classification specialist, Personnel Operations Division, HQ; Morton M. Gluck, management analyst, Management Analysis Division, MS; and Donald L. Scheffler, supervisory mathematician, ATC Development Division, RD.

CFC CAMPAIGN IS OVER THE TOP. Of the 27 organizations in FAA's Washington Area Combined Federal Campaign, 23 have achieved more than 100 per cent of their dollar goals. This put the Agency over the top during the first three weeks of the eight week campaign. As of last Wednesday, 94 per cent of the employees had contributed and \$150,000 had been contributed against an Agency goal of \$144,000.

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November 2, 1966

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SPECIAL EDITION

PRESIDENT ARRIVES AT DULLES TONIGHT; PUBLIC INVITED TO ATTEND. Employees desiring to welcome the President when he returns from his Far Eastern peace trip tonight at 8 o'clock are invited to be present when he arrives at Dulles International Airport. The President will speak at the airport.

Free parking will be available to all persons arriving between 6 and 8 p.m. in the Main Parking lot. Those arriving after 8 p.m. will pay the normal parking costs. To avoid congestion, please plan to arrive before 7 p.m.

Areas will be provided for greeters on the Observation Deck and in special areas marked off on the Dulles ramp.

Those persons driving to Dulles from their homes are encouraged to use a car pool if possible. You may invite your friends and neighbors if you wish.

D.C. Transit is making 22 buses available to take Washington area residents to Dulles Airport. The buses, for which there will be no fare, will leave from in front of the District Building at 14th and E. Streets, NW., at 6 o'clock p.m.

INTERCOM

FEDERAL AVIATION AGENCY

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William F. McLean

Administrator

66-45 November 7, 1966

Branch, HQ-610

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11 a.m.

SO, EA, NAFEC, Wash.
12 noon

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6 p.m.

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SAVE YOUR RECEIPTS. Agency Notice 1520.3, dated October 21, 1966, requires employees to submit receipts in order to secure reimbursement for many of the expenses incurred in making official changes of station. The Notice implements PL 89-519 which provides numerous significant new entitlements for employees who are involved in such moves. A summary of the new and increased benefits should interest you:

1. Maximum weight for shipment of household goods at Government expense is increased from 7,000 to 11,000 pounds for married employees and from 2,500 to 5,000 pounds for single employees.
2. The immediate family of the employee will now be entitled to per diem en route between the old and new stations. Immediate family now includes dependent parents of either spouse.
3. Authorization may be granted for the reimbursement of transportation and per diem not to exceed six days for the employee and/or his spouse at the new duty station location for the purpose of house-hunting in advance of the transfer.
4. The subsistence expenses of the employee and his immediate family while occupying temporary quarters at the new location may be reimbursed. (Generally, an employee may be reimbursed under item 3 or item 4, but not both.)
5. Employees may be reimbursed for certain expenses incurred in (a) the sale of a dwelling belonging to the employee, (b) the purchase of a new dwelling, or (c) settlement of unexpired lease at the old official station.
6. The FAA will reimburse employees for certain miscellaneous expenses resulting from the official change of residence.

None of the benefits can be paid to an employee unless he signs an agreement to remain in the Government service for 12 months. In view of the receipt requirements, all employees are cautioned to secure and save receipts for all expenses incurred in making official changes of station. See Notice 1520.3 for complete details.

PROGRESS MADE TOWARD ALL WEATHER LANDING. The first approach lighting system designed specifically for the minimum visibility limits (1,200 feet runway visual range) of Category II instrument landing has been installed and commissioned on runway 01-R at Dulles International Airport. This follows an extensive development and test program at NAFEC. The system is modified from a standard system by the addition of red light bars on both sides of the white centerline light bars for the final 1,000 feet of the approach zone and a cross bar identifying the 500-foot mark.

TOMORROW IS ELECTION DAY. So that Federal employees can carry out their responsibility to participate in state elections, they may be excused from work on November 8 for the amount of time necessary to permit them to report to work three hours after the polls open or to leave three hours before they close, whichever is less. Virginia voting hours are 6 a.m. to 7 p.m.; Maryland, 7 a.m. to 7 p.m.

DATA ON DEDUCTIONS FOR D. C. DWELLERS. The District of Columbia has increased the withholding taxes for employees who live and work in D. C. For those payrolled by the Office of Headquarters Operations, the increase will be effective October 23. The new rates are 16 per cent of Federal tax withheld for single employees and 19 per cent of the Federal tax withheld for married employees. First checks affected are for the pay period October 23 - November 5 which are payable on November 16. Further questions can be answered by Marguerite Holder, x25637.

AGRICULTURE'S GRADUATE SCHOOL HAS NEW HOURS. The business office for the Graduate School of the Department of Agriculture, Room 1031, South Building, will remain open Thursday evenings until 8:30 from November 3 through February 23 for educational information and counseling. The payment of fees and other business transactions must be completed by the old closing hour, 6:30 p.m.

TRAVELERS GET SECOND CHANCE. If you were travelling during the time immunization shots for influenza were being given, you aren't necessarily stuck with the flu. Instead you can get the shots by going to the clinic, 800 Independence Avenue, between 9 a.m. and 3 p.m. during November.

HOW DO YOU LIKE YOUR FOOD? GSA has asked FAA employees to assist in a food service study being conducted in the Southwest area of the District of Columbia by a consultant contracted by GSA. A questionnaire (GSA Form T394) will be distributed through the regular mail system. The form should be completed as soon as possible, but preferably no later than November 10. It may be deposited in the nearest outgoing mail station or returned to room 513A. This questionnaire will supplement a survey being made by the contractor to ascertain the needs and requirements for cafeterias in the Southwest area. The results may lead to new cafeterias or upgrading present facilities to improve service and meet the requirements of employees. This information will be of assistance in determining your views and opinions. Other Government agencies in the area will participate in the survey.

WELCOME TO FAA! Lionel R. Driscoll Jr., personnel management specialist, PT; Hazel L. Harris, clerk-steno, CS; Donald B. Williams, contract specialist, SS; Joan D. Pinnix, secretary, AS.

AWARDS AND REWARDS. In RD, Sustained Superior Performance Awards went to Joseph Herrmann, John L. Sullivan, James S. Mays, Carol A. Strong, Kenneth E. Coonley, Norbert A. Houska; and Quality Within Grade Increases went to Thomas E. Armour, Joseph P. O'Brien, John C. Kal, and K. W. Hartman. John Nigro received a Special Service Award and a \$750 cash award for his development of a standardized format for technical reports.

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William F. McLean
Administrator

66-45 November 7, 1966

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4. The subsistence expenses of the employee and his immediate family while occupying temporary quarters at the new location may be reimbursed. (Generally, an employee may be reimbursed under item 3 or item 4, but not both.)
5. Employees may be reimbursed for certain expenses incurred in (a) the sale of a dwelling belonging to the employee, (b) the purchase of a new dwelling, or (c) settlement of unexpired lease at the old official station.
6. The FAA will reimburse employees for certain miscellaneous expenses resulting from the official change of residence.

None of the benefits can be paid to an employee unless he signs an agreement to remain in the Government service for 12 months. In view of the receipt requirements, all employees are cautioned to secure and save receipts for all expenses incurred in making official changes of station. See Notice 1520.3 for complete details.

PROGRESS MADE TOWARD ALL WEATHER LANDING. The first approach lighting system designed specifically for the minimum visibility limits (1,200 feet runway visual range) of Category II instrument landing has been installed and commissioned on runway 01-R at Dulles International Airport. This follows an extensive development and test program at NAFEC. The system is modified from a standard system by the addition of red light bars on both sides of the white centerline light bars for the final 1,000 feet of the approach zone and a cross bar identifying the 500-foot mark.

TOMORROW IS ELECTION DAY. So that Federal employees can carry out their responsibility to participate in state elections, they may be excused from work on November 8 for the amount of time necessary to permit them to report to work three hours after the polls open or to leave three hours before they close, whichever is less. Virginia voting hours are 6 a.m. to 7 p.m.; Maryland, 7 a.m. to 7 p.m.

DATA ON DEDUCTIONS FOR D. C. DWELLERS. The District of Columbia has increased the withholding taxes for employees who live and work in D. C. For those payrolled by the Office of Headquarters Operations, the increase will be effective October 23. The new rates are 16 per cent of Federal tax withheld for single employees and 19 per cent of the Federal tax withheld for married employees. First checks affected are for the pay period October 23 - November 5 which are payable on November 16. Further questions can be answered by Marguerite Holder, x25637.

AGRICULTURE'S GRADUATE SCHOOL HAS NEW HOURS. The business office for the Graduate School of the Department of Agriculture, Room 1031, South Building, will remain open Thursday evenings until 8:30 from November 3 through February 23 for educational information and counseling. The payment of fees and other business transactions must be completed by the old closing hour, 6:30 p.m.

TRAVELERS GET SECOND CHANCE. If you were travelling during the time immunization shots for influenza were being given, you aren't necessarily stuck with the flu. Instead you can get the shots by going to the clinic, 800 Independence Avenue, between 9 a.m. and 3 p.m. during November.

HOW DO YOU LIKE YOUR FOOD? GSA has asked FAA employees to assist in a food service study being conducted in the Southwest area of the District of Columbia by a consultant contracted by GSA. A questionnaire (GSA Form T394) will be distributed through the regular mail system. The form should be completed as soon as possible, but preferably no later than November 10. It may be deposited in the nearest outgoing mail station or returned to room 513A. This questionnaire will supplement a survey being made by the contractor to ascertain the needs and requirements for cafeterias in the Southwest area. The results may lead to new cafeterias or upgrading present facilities to improve service and meet the requirements of employees. This information will be of assistance in determining your views and opinions. Other Government agencies in the area will participate in the survey.

WELCOME TO FAA! Lionel R. Driscoll Jr., personnel management specialist, PT; Hazel L. Harris, clerk-steno, CS; Donald B. Williams, contract specialist, SS; Joan D. Pinnix, secretary, AS.

AWARDS AND REWARDS. In RD, Sustained Superior Performance Awards went to Joseph Herrmann, John L. Sullivan, James S. Mays, Carol A. Strong, Kenneth E. Coonley, Norbert A. Houska; and Quality Within Grade Increases went to Thomas E. Armour, Joseph P. O'Brien, John C. Kal, and K. W. Hartman. John Nigro received a Special Service Award and a \$750 cash award for his development of a standardized format for technical reports.

INTERCOM

FEDERAL AVIATION AGENCY

FAA Library

William F. McLe
Administrator

66-46 November 14, 1966

NOV 22 1966

PRESIDENTIAL ANNOUNCEMENT CLEARS WAY FOR DOT. President Johnson announced Sunday that he intended to appoint Alan S. Boyd to be his first Secretary for Transportation. Boyd's appointment will go to the Senate when the 90th Congress convenes in January. The Department of Transportation Act provides that the Department shall be operational no later than 90 days after the Secretary takes office (or at an earlier date if specified by the President). If the Senate acts on Boyd's nomination soon after Congress reconvenes in January, the Department would become operational no later than early April and it could be activated as early as the end of January if the President sees fit to move the date forward. In his present capacity as Under Secretary of Commerce for Transportation, Boyd already is deeply engrossed in the responsibilities he will face after he is confirmed by the Senate. He told a Syracuse, N. Y., audience, on the day following the President's announcement, that caution is necessary in solving the nation's transportation problems. "We must be sure," he said, "that in trying to arrive at an acceptable solution we do not create unnecessary dislocation in our social and economic systems only to find that we have produced a cure which is far worse than the disease." In evaluating future transportation programs and arriving at possible solutions to our transportation problems, he said the following things will be necessary:

- Development of far better analytical techniques than presently available.
- Full coordination of all research and development to insure timely introduction of new technology for all modes of transportation.
- Development of better measures of the costs and benefits of alternative programs for achieving transportation objectives and for balancing transportation expenditures with expenditures in other sections of the economy.

NEW HANDBOOK MARKS ANOTHER MILESTONE IN AGENCY PPB PROGRAM. Choices between alternative ways of getting the job done have been made easier by a new Agency Handbook, 1800.18, dated Oct. 10, 1966. The book contains digests of 70 studies or analyses which have been made as part of the Planning, Programming and Budgeting System. Described as the keystone of a well integrated PPB program, such analysis contributes to management decision-making by outlining possible choices in programs or methods for accomplishing Agency objectives. The overall PPB system is described in Handbook 1800.13. In the new handbook, known as the Register of Planning, Programming and Budgeting Analyses, the 70 analyses are arranged according to the PPB category structure. Each analysis includes the title of the study, the PPB program category to which the study pertains, a statement of the problem to which the study is addressed, the organizational unit and name of the person responsible for conducting the study and whether or not the study involves a contract. Procedures for reporting information concerning a PPB analysis to be included in the Register are contained in Order 1800.17.

OPEN SEASON IS HERE! The 1966 Open Season for Health Benefits begins today, and will close at the end of the work day November 30, 1966. During this open season all employees eligible for the FEGHB program may make changes as follows: (1) from not enrolled to enrolled, (2) from one plan to another, (3) from one option to another in the same plan, (4) from self only to self and family or the reverse. All employees should have received at least three new blue brochures entitled "Instructions for Open Season," "Indemnity Plan," and "Service Benefit Plan." You may also have other brochures for plans limited to your area. If for any reason you failed to get your brochures, or you wish a brochure for another plan, contact the appropriate personnel office. When you decide which brochures you need, return the excess.

DEVELOPMENT HIGHLIGHTS. A smoke generator on the wing of a T-29 plays a key role in a joint FAA/NASA investigation of wake turbulence. To measure the velocity of vortices at wing tips, the specially equipped twin-engine Convair will fly past two towers on which sensors have been mounted for measuring the speed of the whirling smoke. Turbulence of a different kind, clear air turbulence of the mountain wave type, will be measured by a new type sailplane in a project sponsored by the Explorers Club. Data on turbulent air at low altitudes will be sought in an Air Force project which uses specially instrumented C-131 aircraft in a year-long series of regular flights at altitudes as low as 250 feet. The twin-engine aircraft, which have a long, slender boom protruding from the nose and a tiger symbol painted on the fuselage, are operating from Griffiss AFB, N. Y., McConnell AFB, Kan., Peterson Field, Colo., and Edwards AFB, Calif. Resulting data will be used in design of safer advanced aircraft, and to improve forecasting of heretofore unsuspected turbulence up to 1000 feet. Power plants of the future could result from a contract let by the Air Force for study of a high altitude, hypersonic, cruise vehicle powered by SCRAMJET (supersonic combustion ramjet) which would permit the high-speed free-stream air to enter the combustor at supersonic values when high energy fuel is burned to accelerate the engine to hypersonic flight velocities. Another Air Force development, a laser beam device called an Optical Maze Runner, could, theoretically, store the film "Gone With the Wind" on one crystal the size of a sugar cube. It is meant to serve as the "memory" for experimental electronic systems that could someday fly an aircraft or control missions. At NAPEC, tests show that a J-47 engine can operate on gelled fuel as thick as jello without any marked change in performance.

COST REDUCTION ROAD SHOW COMING SOON! The Cost Reduction Program will go on the road to promote the development of new cost reduction projects and to assist in the refinement of procedures to satisfy both Washington and field requirements. Rehearsals are near complete for these "road shows" with Eastern Region serving as the "sneak preview region" in its off Broadway opening. After its premier in the Eastern Region on November 21, the show will make its debut at the other regions and the two centers and a longrun engagement in the Washington Headquarters. Get your tickets early; it promises to be a sell out.

RULE-MAKING SUMMARIZED. During the week of November 2-8, the Agency issued Notice 66-39, inviting public comment before January 17, 1967, on a proposed revision of TSO-C3a for turn and bank indicators; and withdrew Notice 66-2, "Filing of Flight Plans."

PT AND CS CONFERENCES. The need for complete and professional service to line managers at all levels of the Agency was stressed as the primary goal of Agency personnel and training officers during a recent conference in Washington. Personnel and training officers from regions, centers and Headquarters met Oct. 31 through Nov. 3 to consider the broad spectrum of personnel and training policies pertinent to the Agency. Special attention was given to the personnel and training implications of the National Air Space Systems Program. Agency Compliance and security officers met in Washington over the same period for a complete review of the management of all CS programs. This conference was highlighted by a joint one-day session with personnel and training officers from the field. The Agency's Equal Employment Opportunity Program was given particular emphasis at both conferences.

IT'S ONLY MONEY. That's what the lead story in the December FAA HORIZONS is all about. In "The Money You Save" you'll discover how clever FAA employees are, how they put what amounts to more than \$100 million into the Government till by way of suggestions on how to do a better job at less cost. "You have demonstrated the finest public service" Administrator William F. McKee, told some 500 air traffic controllers at their recent convention, highlights of which are recounted in "ATCA Convenes." The article has some cliff-hanging accounts of saves made by FAA controllers, actions which every FAAer participates in directly, or indirectly. Stepping out of a car is an automatic move for most Americans--but not for electronics maintenance technicians keeping everything in tune on Semaphore Hill in Panama. The procedure here is to carefully open the door, scrutinize the ground for signs of the deadly fer-de-lance and then gingerly step out. For an electronics maintenance man's view of his job in the Canal Zone read "On Watch Atop Semaphore Hill." A plastic bag over your head can be lethal, but out in Oklahoma City, an FAA survival technician has developed a plastic bag that is a life saver. Find out about it in "That Plastic Bag May Save Your Life." Mental retardees can be trained to do useful work, a fact clearly demonstrated in "They Can Be Helped and Helpful", a heart warming story about what the FAA is doing in a creative program that produces productive citizens who might otherwise be shunted off to the side. Louis Daguerre, the French painter who invented photography, would feel right at home at NAFEC's photo lab but he couldn't help but pick up a few pointers. So can you in "Worth a Thousand Words." These are only a few of the interesting articles in the December issue of FAA HORIZONS, being distributed Agency-wide. There is a copy just for you--pick it up and take it home for the family and neighbors to enjoy.

IMPROVED PROCUREMENT AND BETTER PROPERTY MANAGEMENT IS A MUST. "Costs can be reduced by eliminating unnecessary purchases which cause excesses." This excerpt from a Presidential memorandum sent to the heads of all Government Departments and Agencies provides a "hand hold" for every one in Government to help out in the Government-wide cost reduction effort in procurement, supply and property management. More excerpts from the President's memorandum are on the next page.

Suggested items for INTERCOM should be sent to IS-40

MEMORANDUM TO THE HEADS OF DEPARTMENTS AND AGENCIES

". . .I want a special sustained Government-wide effort started immediately to improve the procurement and management of property. Each of you is requested to -

- == Establish effective controls over proposed procurement actions to prevent purchases of items that are not actually required. Eliminate procurement of excessive quantities or of items being requested only to satisfy a desire for latest styles or designs. The entire organization must be instilled with a "make do" attitude.
- == Review pending procurement orders which have not been delivered. If delivery will result in inventory levels higher than necessary, take action to cancel orders or reduce quantities where this can be done without incurring penalty charges.
- == Review inventory levels of all supplies and equipment on hand in your agency. Whenever the quantity of an item is larger than necessary, take action to correct the condition by (1) stopping procurement until inventories are brought down to the proper level, or (2) transferring a portion of the inventory to an office or agency which needs it and can use it effectively, or (3) returning a portion to the wholesale manager, or (4) reporting it excess.
- == Eliminate slow-moving items from your supply inventories which can be obtained readily when needed from the wholesale supply activities of the Department of Defense or the General Services Administration, or from commercial sources.'
- == Initiate a review of equipment which has been assigned to individuals or to organizations within your agency. If any items are not being used effectively, require that they be returned to stock or placed in pools from which they can be assigned as needed. If this "house cleaning" effort results in an accumulation of items which are not needed, transfer them to a place in your organization where they will be used effectively or report them excess.
- == Review the handling of excess property lists in your agency to assure that (1) such lists are carefully examined and excess or rehabilitated property is used in lieu of new procurement whenever possible, and (2) property is not claimed from excess lists unless it actually is needed for known programs.
- == Review the procurement and property management programs of your contractors which purchase supplies and equipment for which the Government must pay or which have Government-owned supplies and equipment in their custody. Such contractors should observe the same policies prescribed for Government agencies for avoiding unnecessary procurement, eliminating frills, curtailing inventories, using excess property, and insisting upon full utilization of assigned equipment.

INTERCOM

F E D E R A L A V I A T I O N A G E N C Y

FAA Library

JAN 11 1967

William F. McLean
Administrator

66-47 November 21, 1966

Technical Processing
Branch, HQ-610

WHY WE ARE CHANGING OUR NAME. Many FAAers are wondering why the Department of Transportation Act provides that we change our name to the "Federal Aviation Administration." The Executive Branch generally reserves the term "agency" for organizations independent of a parent body, while "administration" is used for organizations responsible to a higher, cabinet authority. Just as FAA refers uniformly to its own major components as "Offices," "Services," "Regions," etc., DOT counterparts will have parallel titles (i.e. Federal Aviation Administration, Federal Highway Administration, and Federal Railroad Administration). However, existing supplies of printed stock will be used until depleted, so that the change in name will not require unnecessary expenditures.

MORROW MOVES TO OFFICE OF INTERNATIONAL AVIATION AFFAIRS. Cole H. Morrow, Director of Airports Service, has been appointed Special Assistant to Charles O. Cary, the Assistant Administrator for International Aviation Affairs. In his new position, Morrow will carry out a variety of special management assignments in connection with the Agency's international aviation activities. In particular, Morrow's familiarity with airport and airway development systems will lend strong technical and administrative support to the establishment of a safe and efficient worldwide aviation network. Chester G. Bowers, Morrow's deputy, has been designated Acting Director of Airports Service.

WOODALL PROMOTED IN AIRCRAFT DEVELOPMENT SERVICE. James F. Woodall, Program Manager Acoustics, has been named chief of Aircraft Development's Aircraft Division. Woodall has a degree in aeronautical engineering from the University of Chicago and a law degree from Balboa University. He joined the Agency in 1963.

DANNY KAYE STARS IN LATEST FAA FILM. The popular entertainer and pilot narrates "IT PAYS TO STAY OPEN," the FAA's most recent motion picture. With imaginative photography and a lively musical score, the film reduces a rather technical subject--airport runway lighting systems--to an interesting, informative 23 minutes. The purpose of the film is to document how low-cost lighting of airports, particularly utility-type airports, provides round-the-clock operations and thereby provides greater economic benefits to a community. Prints are available from Airports Service which sponsored the film; from Regional Airports Divisions; Area Airport Branches; Airports District Offices; NAFEC; and from the FAA's Film Library in Oklahoma City. It's in color. When ordering, please specify Film Number FA-609.

PRODUCTION ORDERS UNDERSCORE HEALTHY STATE OF JET INDUSTRY. Graphically illustrating the tremendously thriving jet aircraft manufacturing industry are the numbers of planes currently on order from the production giants. Boeing reports more than eighty 747s on order, bringing their total of domestic and foreign-use jets ordered to date to slightly fewer than 1,450. Douglas has announced approximately 400 DC-8s and nearly 340 DC-9s. The general aviation jet picture is equally healthy. Lockheed will have delivered 60 JetStars by the end of the year; Lear has produced 130 of their 23 and 24 models; North American has sold 80 Sabreliners; 66 Jet Commanders have been delivered; Grumman II has at least 55 firm orders; and Pan Am, the exclusive U. S. distributor for the Falcon Mystere, has delivered 42 and has 52 more on order.

NEXT WEEK MARKS IMPORTANT STAGE IN 747 CERTIFICATION. Agency engineers will meet with Boeing officials in Seattle Dec. 6-8 to review preliminary data on the "jumbo jets" and to determine the basis of type certification. The huge jet aircraft will be capable of seating nearly 500 passengers or carrying two and a half times the present 45-ton capacity of Boeing's 707 jet freightliner. About three years away from service, the 747 is designed to operate from conventional runways at major airports and cruise at a speed of 640 miles per hour.

WNA TO BECOME FIRST GROOVEY AIRPORT. Washington National Airport will be the first United States airport to use runway grooving for regular commercial operations. FAA has issued a request for bids to cut one-eighth inch deep, lateral grooves across the main (North/South) runway at WNA. The grooves are designed to prevent reduced braking ability of high speed jet aircraft caused by moisture accumulating on runways. The project should be completed approximately 30 days after it is undertaken and is not expected to interfere to any great extent with the operational capacity of the airport since much of the work will be scheduled during hours when operations are at a minimum.

INTERNATIONAL NOISE ABATEMENT CONFERENCE CONVENES IN LONDON. Twenty-one countries, including the USSR, will be represented at the Noise Abatement Conference convening in London on November 22. The Director of FAA's Noise Abatement Staff, Raymond A. Shepanek, will head a group of U. S. experts, including 31 representatives from the Department of Commerce, the Department of Defense, the National Aeronautics and Space Administration, the Department of Housing and Urban Development, and the Federal Aviation Agency. The aviation industry also will be represented at this meeting which will discuss some of the problems of aircraft noise and will explore possible solutions.

AMERICAN AND CONCORDE SSTs DISCUSSED. Flight Standards Service's Airframe Branch, FS-120, hosted a three-day technical meeting last week in Washington to discuss basic differences in the U. S. and U. K./French structural design standards affecting type certification of supersonic transports.

DON'T BE A 'PHONY'. FTS is not for free. The cost is directly proportional to the extent of use. FAA's share for FY'67 will amount to \$1,412,800 for calls made within the contiguous United States. In line with all of our efforts to reduce costs, please limit the number and length of FTS telephone calls.

IT'S ACADEMIC. Two popular university training programs will be announced in the near future. They are the annual Air Transportation Systems Specialist Development Program and the Administrative-Management Development Program. Both involve full-time graduate-level study at selected universities, followed by a period of training in the Agency. Those who are interested in competing for either of the programs should be on the alert for the imminent Notices which will provide detailed information, including eligibility and nominating procedures.

CHECK NOW--TRAVEL LATER. The new benefits provided by the Moving Expenses Bill make it well worth your time to keep accurate records when you're in travel status. As a transferred employee, it is your personal responsibility to ascertain the benefits to which you are legally entitled and to keep precise records of any transaction related to your move. Before you travel, either on temporary duty or for a permanent change, you should be familiar with FAA Handbook MS P 1510.1 and Notice 1520.3.

INERTIAL NAVIGATION SYSTEM SHOWS ACCURACY IN JET TESTS. An inertial navigation system--a self-contained unit which operates completely independent of any outside reference such as stars, satellites or ground navigation--has demonstrated high accuracy and reliability for guiding long-range, intercontinental jet airline flights over ocean trips. Basically, the system works like this: inertial guidance units, after a very precise pre-flight stabilization (tuning), measure all accelerations (changes in motion) during a plane's flight. The accelerations, some of them extremely minute, are constantly fed into the system's computer which, in turn, translates them into visual position information for the pilot and into electronic guidance signals for the plane's auto-pilot.

COLUMBIA PROFESSOR LAUDS FAA'S MANPOWER USE. Professor Ivar Berg of Columbia University's School of Business has cited FAA for its effective use of manpower. Exploring the relationship between one's formal education and career experience, Berg noted in a letter to the Administrator that FAA's "...experience deserves the attention of manpower experts now seeking to persuade private industry to remove artificial barriers to the fuller utilization of people of diverse educational achievement." He commended FAA for assigning "...large numbers of personnel to positions of increasing responsibility without falling back on irrelevant screening devices...."

"TECH INFO" NOW CIRCULATING. The latest edition of the Agency's technical periodical, "TECH INFO," has just been distributed. The bulletin summarizes the most recent technological developments within FAA and the aviation industry and describes some of the newly-published documents now available to a technically-directed readership.

AIRWAY FACILITIES DIVISION CHIEFS MEET. Regional Airway Facilities Division Chiefs met in Washington last week with the Directors of SM, IM and RD, to discuss their working relationships and the exchange of technical data on new developments. The meeting was key noted by Deputy Administrator Thomas who emphasized the challenge of changing technology and the requirement to meet the safety needs of the future.

KEEPING PARKING UP-TO-DATE. Parking permit holders in the Headquarters building are required by Agency Order 1760.2 to keep information current on their applications. Changes in license numbers, cars, or telephone extensions should be reported to the Buildings and Materiel Management Branch, HQ-320, Room 512A.

OPEN FOR BUSINESS IN OPEN SEASON. Personnel Operations Division, HQ-140, is ready to process enrollments or changes in health benefit plans or options for Washington employees. A CSC leaflet explaining the open season in detail has been distributed throughout the Washington area. Changes and new registrations can be initiated by submitting a completed form SF 2809 to HQ-140 by Nov. 30, 1966.

ARTHUR IS AN AUTHOR. Arthur Ashley of SM has become a technical author. His article, entitled "A Transverter For 144 mc," appears in the November issue of QST Magazine which has a large audience of radio amateurs and engineers.

THE FORRESTAL REPORT. (Cont.) Those gaudy orange colored gizmos disappearing rapidly below street level on the Forrestal Building complex going up on the west side of FAA Headquarters are ventilating fans, with ducts. They are the first of some 150, the largest of which will be able to move 64,000 cubic feet of air a minute. They will keep the buildings at a comfortable 65-72 degrees the year 'round, without rippling a hair. This sounds like a lot of hot air but, really, it's nothing when compared with the job done by the Headquarters ventilating system. Headquarters displaces 11,989,770 cubic feet, so figure it out. Out of sight of sidewalk superintendents, another construction milestone was passed recently when the first "architectural cast-in-place stone" was poured in the elevator and stairway lobbies. This is a fancy way to describe a modern construction technique involving a specific aggregate cement poured into plastic-faced forms which result in an architectural stone finish. Final preparation after the cement hardens requires use of a special pneumatic machine to give the final finish--in this case, a textured grey discernible to the eye and touch. Very fancy, very economical.

HUP, TUP, THREEP, FOURP. The Army has no monopoly on marching. Edward Aikman, based at Washington National Airport with the field construction office, has discovered the joys of putting one foot in front of the other and striding along at a brisk 120 per minute. Chances are you'll get the fever too, after reading his article on the pleasures of hitting the bricks with the leather in the January issue of The Washingtonian. He kicked the bus riding habit on his way to work one day after being penned up once too often in a slow moving wheeled cage with scores of other trapped souls. Written with a light touch, Aikman's article is a clever piece of composition that not only reflects his own joy in self-locomotion, but is also an interesting travelog of things to see right around the FAA Headquarters building. F-O-R-E---W-A-R-D-----MARCH!

Suggested items for INTERCOM should be sent to IS-40, x25574.

INTERCOM

F E D E R A L A V I A T I O N A G E N C Y

FAA Library

JAN 11 1967

William F. McKee
Administrator

66-48 November 28, 1966

Technical Processing

Branch 40-610

FAA TO SUPPORT DOT ELEMENTS. Admiral Paul Trimble, Chairman of the Task Force which is doing the advance planning work for the Department of Transportation, has asked General McKee to accept responsibility for providing most of the administrative support services to the Office of the Secretary and other new elements of the DOT which will be housed in or near the FAA Headquarters building. Payroll and accounting services will be provided by the Bureau of Public Roads and Coast Guard, respectively. Other support services, such as mail and messenger, space, library, information retrieval, printing, photography, visual aids, and supplies, will be furnished by the Office of Headquarters Operations. Charles Warnick, Director of the Office of Information Services, has assumed the Chairmanship of the DOT Working Group on Public and Employee Information. Earl J. Anderson, Chief of the Personnel Programs Division in PT, has been named as Chairman of the Working Group on Personnel Management. Anderson succeeded to the Chairmanship following the sudden death last week of David Lawton, Deputy Director of the Civil Service Commission Bureau of Retirement and Insurance.

CSC MODIFIES ANTI-NEPOTISM RULE. Children of Federal civilian and military personnel once again can hold summer jobs in the same agency where a parent works. The Civil Service Commission approved an exception to the prohibition effective since 1964 after concluding that the ban worked an unwarranted hardship on some children of Federal employees who otherwise would be eligible for employment. The new policy covering the 1967 summer employment program applies only when: 1) the position to be filled is covered by a competitive civil service examination; and 2) there is no other available eligible candidate with the same or higher rating. The Agency's policy on nepotism, contained in Order PT P 3300.7, will still apply to all appointments.

TEMPUS FUGIT: BY JET, YET. Disembarking with the other first class passengers last Wednesday at Dulles was one Pan Am "traveler" who got a real charge out of his trip. Strapped into the seat and protected by two accompanying bodyguards was a 215-pound cesium beam portable timepiece whose batteries were plugged into the aircraft's electric system to keep it on time. "On time" for this well-traveled clock means accuracy to one-millionth of a second. Used in connection with our space program, the timepiece was flying back to its home at the U. S. Naval Observatory in Washington on the last leg of a precarious journey from Johannesburg, South Africa.

LEBANON MODERNIZES AIRPORT WITH FAA HELP. The first step toward completely automating communications at the Beirut International Airport took place recently when a new Teleprinter Switching System went into operation. Doubling the capacity of the old system, it can handle up to 300 incoming and 400 outgoing messages per hour, or approximately 7,000 messages a day. It is housed in the airport's Aeronautical Telecommunications Center, which now can handle air traffic control and flight safety messages automatically to and from 16 air traffic control centers throughout the Mediterranean and the Middle East. The \$177,090 project was financed by the USAID program for Lebanon and was supported by the assistance of Agency technicians. Raymond B. Maloy, Assistant Administrator for Europe, Africa, and the Middle East, and Fred Hartquist, International Services Officer who made the final FAA inspection, participated in the brief commissioning ceremony at the airport.

RUNWAY LIGHTS PASS INITIAL TEST. Two models of a new runway centerline light designed for Category II operations were subjected to sonic vibration and landing impact load tests recently at the Patuxent Naval Air Station. Maximum sonic vibration was provided by a 10-minute duration runup of an F4C aircraft strategically located near the light fixture test installation. Afterwards, impact endurance was tested by repeated landings of the aircraft on or near the fixtures. Results showed no evidence of damage to the lamp filaments or other components. Additional tests with accelerometer instrumentation are now underway to pinpoint the extent of vibrations produced sonically and by impact. The Navigation Development Division, RD, is conducting this series of tests in cooperation with the Navy.

OPEN SEASON NEARING CLOSE. Remember that Wednesday, November 30, marks the end of "open season" on the Government employees health insurance program. You may either enroll in the plan of your choice or change from one plan, option or type of coverage to another. Changes made during this open season become effective the first full pay period in January 1967.

AIR CARRIER SUBSIDY DECREASES. Overall subsidy to air carriers declined nearly \$5.4 million in the last fiscal year, the Civil Aeronautics Board reported last week. CAB added that a sharper decline is indicated for the current fiscal year.

ICAO COM/OPS DIVISION MEETING. Agreement on international standards for radio communication and navigation systems and procedures was reached in Montreal by 38 ICAO member states, one non-member (the Soviet Union) and six international organizations. FAA's Alexander B. Winick, chief of the RD Navigation Development Division, was chairman of the U. S. delegation whose 22 members included representatives from the FAA, Department of Defense, Department of State, the Federal Communications Commission, the U. S. Coast Guard, Aeronautical Radio, Inc., and the Air Transport Association. The agenda for this ICAO Communications/Operations Division meeting included nearly a score of major action items such as space communication capability; automatic data exchange; extended and long-range VHF communications; technical specifications for ILS, VOR, and DME; and long distance navigation.

LINDBERGH REVISITED: FAA GATEWAY AT PARIS AIR SHOW. When the 1967 Paris Air Show opens on May 27th at Le Bourget Airport, aviation will have just celebrated the 40th anniversary of Lindbergh's epic flight. FAA will mark the occasion in its own exhibit hall through a series of exhibits contrasting the flight of the Spirit of St. Louis with the contemporary spirit of American technological ingenuity. FAA's display room will act as the entrance way to the first U. S. National Pavilion in the history of the Paris exposition. In charge of the Agency's participation in the show is Chester C. Spurgeon of the Office of International Aviation Affairs.

PROGRESS DISCLOSED ON PROTOTYPE ELECTRONIC NAVIGATOR. The first prototype model of a Coordinate Converter Navigator, built by the Lear Siegler Instrument Division under joint FAA/USCG sponsorship, underwent a successful preliminary flight test recently in a Coast Guard KC-130 aircraft. Test runs included overwater routes between NAFEC and Bermuda and land flights over New Jersey, Maryland, Virginia, and North Carolina, using Loran-C and VORTAC navigation signals. Preliminary analysis indicates track-keeping accuracy well within VOR airway course width standards. Display of aircraft ground speed and magnetic variation data presented a few problems, however, and Lear is taking steps to resolve them. The electronic navigator, designated the AYA-4, shows promise for short distance as well as long distance operations for which it was primarily designed.

POT SWEETENED FOR POTENTIAL RETIREES. As a result of the 3.9 per cent rise in the Consumer Price Index since July 1965, employees who retire on or before December 30, 1966, will receive annuity payments that are 4.9 per cent higher than their earned annuity, beginning in February 1967. The extra one per cent is the last of a cost-of-living increase that Congress authorized in 1962 for Federal employees who retire between January 1 and December 31, 1966. Employees who apply for disability retirement and are still awaiting a decision by the Civil Service Commission on December 30, 1966, can reserve their right to receive this 4.9 per cent increase by asking the Agency to place them on Leave Without Pay beginning the last hour on December 30 and waiving their entitlement to any sick leave balance that they have if the disability retirement is approved. Similarly, employees whose applications for disability retirement are approved before December 30, but who have sick leave balances that will carry them on the payroll beyond December 30, 1966, may request the Agency to make their retirement effective December 30, waive any sick leave remaining to their credit after that date, and qualify for the 4.9 per cent annuity increase in this way.

BOOK ON MONOPLANES PUBLISHED. Miss Page Shamburger--pilot, author, and member of the FAA's Women's Advisory Committee on Aviation--has written a nostalgic, well-documented chronicle of the famous "one wingers." Entitled Classic Monoplanes and published by Crown Publishers, New York City, the book is a combination of history, narrative, rare photographs, and anecdotes that should delight aviation buffs.

ATC SIMULATION IMPROVES OPERATIONS AT OKINAWA. An air traffic control simulation study of the Okinawa Flight Information Region, conducted earlier this year by RD and NAFEC at the request of the U. S. Air Force, has resulted in a new plan for improved safety and greater efficiency in that area.

FEW OFFICES TO BE AFFECTED BY DOT OCCUPANCY. Only a minimum of office moving will be necessary to make room for DOT which will occupy the eighth floor. The following offices will remain in the present locations: Office of the Administrator, Deputy Administrator, Associate Administrator for Administration, Associate Administrator for Development, Appraisal, Budget, Congressional Liaison, Compliance and Security, General Aviation Affairs, Management Services, National Airspace System Program, Policy Development, Air Traffic, Aircraft Development, Installation and Materiel, and Systems Maintenance. Only the following units of Regulatory Council, Associate Administrator for Programs, and Systems Research and Development Service will be moved: RC's hearing officers to new space on the third floor; PD's Program Management Staff and Environmental Science Services Administration to the ninth floor; and the Frequency Management Division of RD to the ninth floor. The remaining RC, PD, and RD offices will retain their present locations. Within the Office of Headquarters Operations and Personnel and Training there will be realignments of space on the fifth floor, and there will be a slight rearrangement within the Office of Aviation Medicine's existing space on the third floor. This leaves the few remaining offices to re-locate: all of Airports Service moves to the fifth floor; all of Flight Standards Service to the third floor; all of the Office of Audit to new space on the third floor; and Office of Supersonic Transport Development and Information Services both go to the ninth floor. As reported earlier, BNCA and the Washington Area Office will move to an office building in Falls Church, Va., in December. Further details on dates will be reported promptly.

'TIS THE SEASON. How would you like a night out with a real holiday atmosphere? Start with a social hour--7 to 8 p.m.; then, dinner and dancing from 8 p.m. to 1 a.m. How about at the Washington Hilton's International Ballroom with Fred Perry's 12-piece orchestra? Then make a date for Friday, December 9, because the FA Club Christmas Dance includes everything mentioned and more. Tickets are available at the Club Office, Room 115. The price--which includes door prizes, refreshments (during social hour), dinner, dancing and set-ups-- is \$9.50 per person for members and \$11.00 per person for guests. Get your tickets now.

WELCOME TO FAA! Laura B. Harrison, payroll supervisor, Accounting Operations Division, HQ; Virgil L. Krohn, physical security specialist, Security Division, CS; John J. McGee, aerospace engineer, Engineering Division, SS; James C. Pope, mechanical engineer, Engineering and Manufacturing Division, FS; Jerome P. Baroch, program analyst, Analysis and Control Division, SS; Paul G. Fahlstrom, aerospace engineer, Engineering Division, SS; and Dorothy W. Smith, statistical clerk, Economics Division, PO.

MID-DAY MATINEE RETURNS. "IT PAYS TO STAY OPEN," the new FAA film about airport lighting, will be shown Wednesday, November 30, in the auditorium every half hour starting at 11:00 a.m. and ending at 2:00 p.m. Danny Kaye is the narrator.

Suggested items for INTERCOM should be sent to IS-40, x25574.

INTERCOM

FEDERAL AVIATION AGENCY

FAA Library

DEC 7 1966

William F. McLean
Administrator

66-49 December 5, 1966

STREAMLINED FEDERAL BUDGET GETS FAA ASSIST. Some Agency activities--but none involving aviation safety, the current employment level, or the operation of existing facilities--will be affected by the Administration's program to reduce Federal expenditures where feasible. The FAA will reduce its obligations for FY'67 by \$71 million by deferring various projects involving construction, procurement of equipment, research and development, and grants-in-aid. This reduction in obligations will produce a decrease in expenditures of \$35 million during FY'67. The Federal-aid Airports Program will be based on the use of \$61 million of the \$71 million appropriated.

BEWARE OF QUESTIONNAIRES. During the past few months, "confidential" questionnaires have been sent to FAA personnel soliciting comments relating to various aspects of aviation and aerospace. While most of them are legitimate sources for industrial marketing research, some have been circulated under "dummy" identities and used as the basis for evaluating technical capabilities, financial positions, and other key assets of firms competing for Government aviation and space contracts. The Office of Compliance and Security has identified several bogus sponsors who could, by obtaining certain vital data before it is made public, use the information to unfair advantage. Employees are urged to give careful consideration before answering questionnaires and to refer to OA P 1200.2 ("Release of Information by FAA Employees") whenever they have any doubts about how and by whom particular FAA information may be disclosed.

OUR NEIGHBORS AT DOT. (This is the first in a series of articles describing the agencies which, with FAA, will comprise the Department of Transportation.) In some ways, the Great Lakes Pilotage Administration is akin to the fabled "Mouse that Roared": its size should not belie its proper place in the scheme of things. When fully staffed, GLPA only numbers six, but their activities are vital not only to this country, but to Canada as well. The Administration oversees pilotage on the Great Lakes by registering U. S. ship pilots, regulating pilotage pools, and establishing rates and charges for pilotage services. It further is authorized to enter into arrangements with the Canadian government for reciprocal pooling, equitable participation by American and Canadian pilots, and the establishment of joint or identical rates and charges. Until it is absorbed into the DOT, the Administration will continue to operate as a constituent unit of the Office of the Under Secretary of Commerce for Transportation.

SST TAKES TO THE AIR. A one-hour television special next week will examine the development of the supersonic transport. The documentary will appear on "CBS Reports," Tuesday, December 13, at 10:00 p.m. (EST).

YOC WORKER IS AMONG SPECIAL AWARD WINNERS. Rarely are major cash awards presented to summer employees, but in recognition of their extraordinary contributions to the Procurement Policy and Procedures Task Force, Irene Louise Bell and Laverne L. McCain were among the 20 recipients of Special Act Awards presented in Washington last week. The awards were given to the members of the Task Force for having prepared and published the comprehensive manual that streamlines the Agency's procurement activities. Miss Bell was assigned to a group as a Youth Opportunity Campaign employee and is a student at the Burdick Vocational High School in Washington. Miss McCain came to FAA as a summer administrative employee from Howard University where she is a student. Donald S. King, Director of Installation and Materiel Service, presided at the ceremonies, paying tribute to the Task Force with Joseph D. Blatt, Associate Administrator for Development, and other key officials.

PRESIDENT LAUNCHES NEW EXECUTIVE ASSIGNMENT SYSTEM. The President has issued an Executive Order that opens new avenues for identifying, developing, and utilizing executive talent in the Federal government. Under this executive assignment system program, the Civil Service Commission will maintain an inventory of the 25,000 persons in grades 15-18 throughout the government. This marks the first time that there has been an orderly system by which agency officials can locate available executive talent. Employees will have the right to refuse any job offer without jeopardizing their careers.

SATELLITE EVALUATED FOR ATC COMMUNICATIONS. FAA plans to evaluate the applications technology satellite (ATS-B), scheduled to be launched tomorrow (Dec. 6) by NASA at Cape Kennedy, for relaying very high frequency (VHF) radio voice communications between aircraft and the Agency's ground air traffic control stations. Once in space, the ATS-B will be permitted to drift westward to about 151 degrees west longitude on the equator southeast of the Hawaiian Islands and remain in stationary orbit 22,300 miles above the earth. FAA air traffic control experts are hopeful that VHF communications via satellite will provide static and fade-free pilot-to-controller channels. Using current communications equipment, long-range flights over oceans--and other areas where ground communications facilities are non-existent--frequently experience loss of radio contact with ground stations due to fading static and other interference caused by natural phenomena.

V/STOL ADVANTAGES UNDERSCORED IN STUDY. A new family of 100-passenger aircraft operating from small airports close to downtown city areas can play a major role in meeting the increasing needs for future short distance transportation, concludes a special report prepared for FAA by the McDonnell Aircraft Corporation. According to the study, V/STOL (vertical and/or short takeoff and landing) air transports would offer both greater convenience and reduced ground travel time between the city and the airport. The report found that travelers in the area selected for the study--the 500-mile long north-south "California Corridor" extending from San Diego to Sacramento--would save \$7 million worth of time annually by flying V/STOL instead of conventional planes. FAA, as chairman of the Governmental Task Force on Interurban Air Transportation, has been studying the technical feasibility and economic potential of V/STOLs and their compatibility with future air traffic control, air navigation, and airport facilities.

NOMINATIONS FOR MECHANICS AWARDS CLOSE SOON. Only four weeks remain until the December 31 closing date for the 1966 Aviation Mechanics Safety Awards, presented annually for innovations which have improved aviation safety. Entries will be judged on the basis of contributions to flight safety in two main areas: (1) suggested design improvements to aircraft, engines, or aircraft components that lead to reliability or safety; and (2) maintenance or inspection procedures contributing to greater safety measures. Two national winners, to be selected in the air carrier and general aviation categories, will be flown to Washington where they will be honored at FAA ceremonies. Each winner will receive a plaque and \$500 in cash. In addition, there will be 14 regional and 50 state awards. If needed, additional entry forms (FAA Form 3358) can be obtained from FS-310 at Headquarters.

NEW RULES PROPOSED. Because the Agency feels that the overall safety level of supplemental air carriers has increased substantially, FAA proposes to delete the existing requirement that their operating certificates be renewed annually. Public comment on Notice 66-41 is due before January 26. A second FAA proposal (Notice 66-44) would terminate the current system of issuing special three-digit aircraft registration numbers to owners when the configuration of their planes cannot accommodate longer numbers. Instead, these numbers would be reserved for two exclusive uses: for FAA aircraft registration and for aircraft manufacturers to use as "fly away" numbers--similar to "drive-away" license plates temporarily provided to new car owners by automobile dealers. Public comment is due by January 18. Finally, Amendment 91-34 has been authorized to give air carriers and commercial operators an additional 90 days to comply with Amendment 91-33--which provides new rules for ferrying turbine engine powered airplanes equipped with either three or four engines to repair bases when one engine is inoperative.

NEW TRAINING COURSES TO BE OFFERED IN 1967. Four new MITTS (Management Improvement Through Team Study) courses are being developed now for 1967 supervisory training programs. They are: Human Relations in Supervision; Effective Organization of Work; Management by Objectives; and Uses and Conservation of Manpower, Money and Material. Watch for Agency Notices that announce individual programs, describe the courses, tell who is eligible, and outline the procedure for enrollment. Your Training Program Management Officer will be able to give you additional detailed information.

JUST THE FACTS. Every FAA employee has his own pipeline to top management through the Unsatisfactory Condition Report. This system provides a direct means of communicating conditions or practices that you consider hazardous or inefficient. All you need are the facts and an FAA Form 1800-1--management provides the solution.

HALF THE FUN IS GETTING THERE. In a further effort to integrate state-wide highway planning with the increasing needs for better airport access roads, FAA and the Bureau of Public Roads are strengthening their existing coordination programs. The two agencies have agreed to new cooperative procedures, especially at local levels, to assure that their mutual goals are more efficiently and advantageously realized. Earlier, the two agencies worked out a system to assure the establishment of required vertical clearances between highways and flight paths.

MR. OTIS REGRETS. We all have our ups and downs, and the Headquarters' elevators also have their unsettling moments. If you've experienced any recent delays in your personal vertical landings and takeoffs, it's due to the program now underway to realign the elevators. It seems that as the entire Headquarters building has settled into the ground during the past three years, the guide rails on which the elevators run have been forced out of plumb. So, GSA has hired a private contractor to set them straight again-- a process that will continue between now and February. The elevators are being serviced one at a time--but for the sake of safety, adjacent elevators are being decommissioned simultaneously. For whatever comfort it offers, the elevators' fascinating computer program is not being affected.

WILLIAM L. ROSANO DIES. Bill Rosano, the Realty Specialist in the Logistics Policy and Standards Division, Installation and Matériel Service, died November 24, 1966, following a heart attack. Mr. Rosano was the author of the recently completed FAA Procurement Handbook - Real Property, 4402.55, containing real estate regulations applicable throughout the Agency. The Administrator had approved a Special Act Award in recognition of this contribution.

AWARDS AND REWARDS. Charles O. Cary, Assistant Administrator for International Aviation Affairs, recently presented the following awards: Quality Within Grade Increases to Carroll D. Heath, Bernard Myers, Louis F. Stirminski (serving in Panama), and James L. Whitmore. Sustained Superior Performance Awards to Arlinda P. Gordon, Glenn W. McMillan, Ruth A. Meadows, Janice M. Russell, and Gordon S. Wight (serving in Brazil). Raymon H. Walthers, who is serving in Vietnam, received a Special Act Award. In the Office of Management Services, Special Service Awards went to Hubert E. LaCroix and Joseph L. Lippincott. Sustained Superior Performance Awards went to Viola W. Patterson, George E. Thompson, Sarah F. Kairys, Constance L. Ebeck, Sharon L. Feighner, Ruth M. Hinkley, Ernest P. Fernsten and John W. Minemier. In Airports Service, Robert J. Endres, chief of the Aircraft Requirements Section, received a Quality Within Grade Increase and Arthur L. Catudal received a Special Service Award for his service in Morocco. In the Bureau of National Capital Airports, Jack Ormsbee, chief of the Financial Management Staff, received a Quality Within Grade Increase.

YOU'LL BE WELL RECEIVED. Mr. Alan Boyd, Secretary-Designate of DOT, will join General McKee and Mr. Thomas, and Associate Administrators Dean, Blatt, Basnight and Willey in the reception line at the FA Club's Christmas Dinner/Dance, Friday, December 9, at the Washington Hilton Hotel. Tickets and table reservations are still available, so don't hesitate.

'BYE, 'BYE, BNCA! The Bureau of National Capital Airports' Headquarters personnel left Washington over the weekend to set up "housekeeping" in their new quarters in Falls Church, Va. If you miss them already, check Notice CA 1770.5 for new phone numbers and the address of their new building.

DECK THE HALLS...No, don't go that far. To find out just how far you can go with Christmas decorations, review Order 1780.1 which describes decorations allowed in the Headquarters building.

Suggested items for INTERCOM should be sent to IS-40, x25574, by noon on Wednesday each week.

INTERCOM

FEDERAL AVIATION AGENCY

K-3935
FAA Library

JAN 11 1967

William F. McLee
Administrator

66-50 December 12, 1966

Technical Processing

DEPUTY ADMINISTRATOR RECEIVES ROCKEFELLER AWARD . . . On December 7 at a luncheon at the Washington Hilton Hotel, President Goheen of Princeton University presented D. D. Thomas and four other distinguished Government career officials each with an award and a citation for their selection as the 1966 Rockefeller Public Service Awardees. Present at the ceremony were Cabinet Officers, General McKee and other Agency heads, as well as members of Mr. Thomas' family.

THREE UP FOR FLEMMING AWARD . . . Murray Smith, John Cyrocki, and Robert Parsons are the Agency's nominees for the 1966 Arthur S. Flemming Award, presented annually to ten outstanding young men in the Federal Government.

- Smith is chief of SRDS' Architect Engineering Section. He spearheaded a redesign of the air traffic control tower program which produced major cost reductions and value engineering benefits.
- Cyrocki is chief of the Pacific Region's Flight Standards Division. He managed activities that consolidated the Manila/Tokyo FIDO. He also assisted in the region's transition from Constellation to KC-135 aircraft.
- Parsons is chief of the SS Analysis and Control Division. He chaired a committee of high-level Government representatives who developed a proposal by which the Government could recover the cost of the SST prototype development program.

OUR NEIGHBORS AT DOT . . . (This is the second in a series of articles describing the agencies which, with FAA, will comprise the Department of Transportation.) Working closely with its Canadian counterpart in the construction, maintenance, and operation of the St. Lawrence Seaway is the St. Lawrence Seaway Development Corporation. The Corporation has 162 employees who oversee deep water navigation works in the International Rapids Section of the St. Lawrence River, together with necessary dredging in the Thousand Islands Section. Supervised by the Secretary of Commerce through his Under Secretary for Transportation, the Corporation is self-supporting through tolls which are charged shippers using the Seaway facilities. Along with its human resources, the Corporation will bring to the Department of Transportation 22 marine craft--including a gate lifter, a tug boat, barges, work boats, floating docks, floats and motor boats.

"THE MIRACULOUS INCONGRUITY . . . "They were, in their everyday comings and goings, practical and methodical men.... Yet these two eminent citizens of Dayton were seized and transfixed by the outrageous idea that men could fly." These and other observations about the Wright Brothers' "miraculous incongruity" will be made by Administrator McKee at Aviation's Hall of Fame in Dayton, Ohio, on Thursday. The ceremonies commemorating the 63rd anniversary of the Wright Brothers' flight will be among those throughout the country marking this historical milestone. Two days later, on the day that President Johnson has proclaimed as "Wright Brothers' Day," Associate Administrator Arvin Basnight will participate in special ceremonies at Kitty Hawk's First Flight Airport.

LOST: VALUABLE ART . . . Lamenting their vanishing art is Washington's Office of General Aviation Affairs. A 30"x20"x5" package containing \$2,000 worth of graphics has been lost between the Aeronautical Center and Washington. It did not reappear during a Post Office Department search. If you find 50 illustrations depicting the air traffic control beacon system, please forward them to GA-20's Aviation Education Staff.

LIGHT PATTERNS SIGNAL PROGRESS . . . A pattern of red and white lights on runways equipped for Category II operations represents the most recent progress to date in all-weather landing capability. SRDS, after tests at NAFEC, has concluded that adding inexpensive red filters to centerline lighting fixtures over the last 3,000 feet can provide a visual means for pilots to determine how much runway still is available during takeoff, aborted takeoff and landing rollout. Alternate red and white lights would indicate 3,000 feet remaining; continuous red lights would signal 1,000 feet left. The selection process for adopting the pattern as a standard has been initiated.

TRAFFIC PROBLEMS AIRED . . . A special task force of flight service station representatives in Washington for two weeks are telling the Air Traffic Service about their mounting problems in the face of increasing general aviation activities, particularly with the advent of jet aircraft. Through these discussions, Air Traffic Service hopes to learn how the Agency can improve its service to the general aviation community and to determine what services should be expanded or discontinued. Members of the group, which is chaired by D'Arcy Harvey, are: Bruce Brown, EA; Owen Meredith and Joseph E. Stroebel, CE; Arthur Pallagi, PC; Virgil J. Lamb, AL; Clarence T. Trahan, WE; Douglas C. Rhodes, SO; August Valentincic, SW; and Godfrey Loper, AC.

KEEPING PACE WITH SPACE . . . Tuesday morning, December 13, the Administrator will pick up a telephone in his office and converse with the crew of NAN 376, which will be flying over the Gulf of Mexico. What's unusual about the chit-chat is that it will be taking place via satellite. The transmission will be carried over telephone lines from the Administrator's office to NASA's Goddard Space Center in nearby Maryland, and then on to a radio transmitting station at Mohave, Calif. From there it will be transmitted to the satellite and relayed to the FAA plane. FAA air traffic control experts are hopeful that VHF communications via satellite will provide static and fade-free pilot-to-controller channels.

NOT FOR NAUGHT . . . The Central Region's "Zero Errors" program is a safety campaign designed to make controllers continuously aware of their personal responsibilities in air traffic control. Starting with the Region's five ARTCCs and later incorporating the 16 terminal radar control rooms and radar approach control facilities, plans are now underway to expand the program to each of the Region's flight service stations. Posters, pens, rubber stamps, and paper pyramids--each imprinted with the slogan "Zero Errors"--serve as constant reminders to the controllers to avoid careless mistakes. Scoreboards in each facility report consecutive days without system errors. The tallies indicate that these not-so-subliminal reminders are paying off in greater measures of care and safety.

QUIET, PLEASE . . . What noise annoys an oyster might not bother too many people, but the rising decibel level of aircraft engines is getting to be a serious, nation-wide concern. What FAA is trying to do about the problem is described in the current issue of FAA HORIZONS, due on your desk this week.... How Southerners, known for their gracious hospitality, slammed a door in a lady's face is told in "Wacky Inez".... Alaskans sent three school kids on a tour of FAA facilities and televised the whole works so the rest of the class could view the trip via the tube in their classroom.... When Henry Weeks broke into aviation 30 years ago, it took a few leisurely weeks to certificate a plane. Now? Wow! ... Nervous is one thing, but how nervous is another.... All these subjects and more are described in the December issue of HORIZONS.

NOGGLE NAMED TO NEW INTERNATIONAL POST; 11 OTHER EXECUTIVES SELECTED . . . Halford P. Noggle, a 15-year career employee with FAA/CAA, will be the first person to serve in the newly-created job of Coordinator for International Air Transport Facilitation in the Office of International Aviation Affairs. The position was established as a further effort to simplify customs and immigration procedures for international air travelers and to speed the handling of baggage and air cargo. Noggle will be responsible for coordinating facilitation programs within FAA and other Government and industry groups. Throughout the Agency, 11 other executive assignments have been announced:

- D. J. Sheftel, Assistant Chief, Navigation Development Division, RD.
- G. L. Sandlin, Chief, Engineering Section, RD.
- R. H. Harkin, Electronic Engineer (Data Processing), RD.
- P. Fahlstrom, Aerospace Engineer, SS.
- Dr. R. H. Bedell, Chief, Certification Branch, AM.
- R. A. Sanford, Chief, Plans and Programs Branch, Airway Facilities Div., SO.
- C. W. Bruce, Chief, Program Planning Branch, AT Division, CE.
- D. W. Lowry, Chief, Electronics Branch, Airway Facilities Division, CE.
- A. W. Wade, Chief, Plant and Structures Branch, Airway Facilities Div., CE.
- D. W. Updike, Chief, Programs and Plans Branch, Airway Facilities Div., CE.
- G. T. Joynt, Chief, Flight Standards Staff, EU.

The appointments were made through ESIS, the Executive Selection Inventory System.

CBS REPORTS: THE SUPERSONIC QUEST . . . An hour-long documentary on Tuesday, December 13, at 10:00 p.m., EST, "CBS Reports," will examine the problems and progress of the SST development program reporting on the American, Soviet, and joint British/French efforts.

BOSTON DIDN'T BAN IT . . . Fresh from its trial run in Boston at the Third Annual Meeting of the American Institute of Aeronautics and Astronautics, the SRDS All-Weather Landing Exhibit is now on display in the Headquarters lobby. Featuring a 20-foot model of an ILS, the display uses motion pictures and seven rear-illuminated photographs to demonstrate the latest developments in all-weather landing research. Marvin Yost, SRDS representative with the exhibit in Boston, said it captivated large audiences during the entire week.

THIEVES ARE THICKER . . . At this time of the year, they really are. Christmas shoppers who leave packages in their cars are likely victims of "sticky fingers." Lock your packages in the trunk of your car as a precaution. Also, be extra careful with purses, wallets, and other personal belongings left in the office. Report any loss or theft to HQ-10, x25621, immediately.

SHORT 'N SWEET . . . Never fear to use little words. Big long words name little things. All big things have little names, such as life, death, war, peace, day, night. Learn to use little words in a big way. It is hard to do, but they say what you mean. When you don't know what you mean, use big words. They often fool little people.

DOWN THE CHUTE . . . The mail chutes installed at the elevators on each floor are for your convenience for personal mail. Please be sure to use them, not the office pick-up service, for Christmas cards. Schedules have been posted at each chute giving "deadline" dates for long distance Christmas mail. Also, please use home addresses and make the zip code part of the address.

AWARDS AND REWARDS . . . Employee members of the Procurement Manual Task Group received the following awards: Quality Within Grade Increases to Samuel Rabinowitz, IM, and Owen Birnbaum, GC; Special Service Awards to George N. Terris, AU, and W. Wayne Wilson, IM; Special Act Awards to Eugene O. Cooley, Richard Golrick, Anne King, Julius Pitrone, Thomas L. Jones, Louis Saposnekoo, James E. Davis, Clinton D. Walker, Irwin Neveleff, Robert R. Blair, Paul Cornell, Dorcas Glascoe, all of IM, Dorothy Morris, GC, and John Choroszy, CS.

CONSIDER THIS . . . Great minds discuss ideas. Average minds discuss events. Small minds discuss people.

TILDIA M. HALL DIES . . . Tildia Hall, technical information specialist in the Information Retrieval Branch of the FAA Headquarters Library, died Dec. 7, 1966, at the National Institutes of Health. Miss Hall had been with FAA since November 1961, having been employed previously at the National Library of Medicine and the National Agricultural Library. She was an active member of the FAA Toastmistress Club.

Suggested items for INTERCOM should be sent to IS-40, x25574, by noon on Wednesday of each week.

INTERCOM

FEDERAL AVIATION AGENCY

FAA Library

DEC 29 1966

Technical Processing
Branch, HQ-610

William F. McLean
Administrator

66-52 December 27, 1966

FAAP FUNDS ANNOUNCED . . . Allocations of \$72.5 million in Federal matching funds to help local communities construct and improve 341 civil airports under the Federal-aid Airport Program for Fiscal Year 1967 have been announced by the Agency. The 1967 Program provides \$59.2 million to improve 295 existing airports and \$13.3 million to construct 46 new airports. Emphasis is placed upon airport development to relieve traffic congestion at major air terminals and to provide runways needed by communities to accommodate jets and other modern aircraft.

OUR NEIGHBORS AT DOT . . . (This is the fourth in a series of articles describing the agencies which, with FAA, will constitute the Department of Transportation.) The Bureau of Safety was established by the Civil Aeronautics Board to investigate accidents involving civil aircraft in the United States and its territories; to determine the "probable cause" of all aircraft accidents; to provide public reports of each accident and its probable cause; and to make recommendations about how similar occurrences can be prevented in the future. The Bureau, staffed with 186 people, is headed by a Director.

THE MESSRS. MURPHY REAPPOINTED AT CAB . . . President Johnson has designated Charles S. Murphy to continue as Chairman of the Civil Aeronautics Board through 1967. Robert T. Murphy has been renamed Vice-Chairman after recently being reappointed by the President to his second six-year term on the Board.

DOT SEAL DESIGN CONTEST . . . Last week, Secretary-Designate Boyd kicked off the interagency competition to select a design on which the official DOT seal will be based. (The details and contest rules appeared in the December 19 INTERCOM.) For your convenience, the coupon below (or a copy) may be used to fulfill Rules 4 and 5. Don't forget: a \$500 U. S. Savings Bond goes to the winner and \$50 bonds to the runners-up--one in each DOT constituent agency.

DESCRIPTION OF DESIGN _____

Name: _____
Address: _____

Phone: _____

Modal Agency: _____

Organizational Unit: _____

WASHINGTON'S AIRPORT PROBLEM AIRED TONIGHT . . . "WTOP REPORTS" tonight (December 27) will examine "Washington's Airport Dilemma." Channel 9, 10:00 p.m.

BIG LEAGUE SCOREBOARD . . . Archie W. League, Director of the Air Traffic Service, and his team have pulled ahead in the "Fit as a Fiddle" competition. The contest was first waged last fall when Flight Standards Service challenged Pacific Region's claim that theirs was the healthiest bunch--in terms of unused sick leave. Now with a slight edge, Air Traffic reports that 37 per cent of its staff has accumulated more than 1,000 hours. Of these, nine have accumulated more than 2,000. These robust specimens of vigor and vitality are: Francis Glennan, George Kriske, Dan Whiteley, John Kennedy, D'Arcy Harvey, Charles Clift, Paul Moore, Charles McKnight, and James Lee.

AWARDS AND REWARDS . . . The Administrator recently presented a Meritorious Service Award to Donald G. Schuler, Executive Officer of Systems Maintenance Service, who is retiring after nearly 37 years of Government service. The citation read, in part: "In recognition of his outstanding contribution to administration in the Federal Aviation Agency and other agencies with which he was associated.... His untiring and selfless efforts have brought about significant and enduring improvements in the management activities in which he participated...." In Installation and Materiel Service, Quality Within Grade Increases went to Frederick G. Scheel and C. E. Mayhall; and, Sustained Superior Performance Awards went to M. Gordon Applewhite and Edward M. Bushong.

ATC TRAINEES SOUGHT . . . Air Traffic Controller Trainee positions are open in ATC facilities within the jurisdiction of the Eastern Region's Washington Area Office. Interested individuals are urged to file for Open Announcement NY-54-1 for Traffic Controllers. CSC Form 5,000 AB--available at most Post Offices--should be submitted to the Executive Secretary, Board of Civil Service Examiners, FAA, Eastern Region, Federal Building, John F. Kennedy International Airport, Jamaica, N. Y. 11430.

INTERCOM

F E D E R A L A V I A T I O N A G E N C Y

FAA Library
JAN 5 1966

Technical Processing
Branch, HQ-610

William F. McKee
Administrator

December 29, 1966

S P E C I A L E D I T I O N

AGENCY TO RECOMMEND OUTSTANDING CANDIDATES FOR NEW DOT POSITIONS. Secretary-designate Alan S. Boyd has asked Administrator McKee to assist him in obtaining the best possible candidates for positions to be created in the Department of Transportation by recommending highly qualified and capable employees of the Federal Aviation Agency. In turn, General McKee hopes that interested employees will take the initiative in availing themselves of this splendid opportunity. Mr. Boyd's message to employees of all organizations being transferred to DOT is boxed below:

"We anticipate having about 250 vacancies in the National Transportation Safety Board and in the Office of the Secretary, Department of Transportation, in grades GS-14 through GS-18. So that we can move ahead rapidly with our plans for staffing these new organizations, I have asked your agency to identify those among you who are best qualified for these tentative positions. Your agency will utilize its own normal personnel procedures in determining the best candidates.

"I want to stress that no employee whose functions are being transferred to the new Department will be required to compete for his job. However, all of you are free and encouraged to compete for any new and unencumbered positions.

"At the present time, our efforts are directed to securing candidates for positions at GS-14 and above. Information about our staffing plans for positions below this level will be furnished at a later date.

"We are not able to identify specific positions in which vacancies will exist at this time. However, positions in the following occupational series will be available at various grade levels (GS-14 through GS-18) in the National Transportation Safety Board and the Office of the Secretary. Also it is possible that comparable positions may become available in other components of the Department, such as the Federal Railroad and Highway Administrations. If so, these lists of best qualified people will also be used in staffing those organizations."

Because the Regions, the Aeronautical Center, NAFEC and Washington's Office of Headquarters Operations must have their list of applicants in OPT by January 16, it is imperative that employees interested in new positions in the DOT submit their applications as soon as possible. Supervisors are requested to make management nominations in accordance with the provisions of the Merit Promotion Plan.

GS-015	Operations Research	GS-345	Program Analysis
GS-020	Urban Planning	GS-505	Financial Management
GS-080	Security Administration	GS-510	Accounting
GS-110	Economist	GS-560	Budget Administration
GS-180	Psychology	GS-602	Medical Officer
GS-201	Personnel Management	GS-801	General Engineering
GS-212	Personnel Staffing	GS-803	Safety Engineering
GS-221	Position Classification	GS-810	Civil Engineering
GS-230	Employee-Management Relations and Cooperation	GS-830	Mechanical Engineering
GS-235	Employee Development	GS-850	Electrical Engineering
GS-301*	General Clerical and Administrative	GS-855	Electronic Engineering
GS-330	Digital Computer Systems Administration	GS-905	General Attorney
GS-340	Program Management	GS-1081	Public Information
GS-341	Administrative Officer	GS-1101	General Business and Industry
GS-342	Office Services Management and Supervision	GS-1102	Contract and Procurement
GS-343	Management Analysis	GS-1530	Statistician
		GS-1654	Printing Management
		GS-2001	General Supply
		GS-2101	General Transportation

*The occupational specialties encompassed by the GS-301 series are included in the following types of positions:

Executive and Administrative	Equal Opportunity
Data Systems	Frequency Management
International Transportation	Motor Carrier Regulations
Transportation Liaison	Water Resources
Labor/Management Relations	Aircraft Noise Abatement
Legislative Affairs	

HOW FAAERS SHOULD APPLY

Initially, applicants will be considered for positions at GS-14 and above. Selection procedures for positions at lower grades will be announced later. The occupational specialty in which the new positions will be established is listed above by series. Each employee should indicate on application submitted (SF-57) the occupational specialty, by series, for which he wants to be considered. He should send it promptly to his operating personnel office. Employees desiring consideration for more than one occupational area should so indicate on the application form SF-57.

Regions, Aeronautical Center and NAFEC, and Washington's Office of Headquarters Operations, will rate their candidates into Outstanding, Well Qualified, and Qualified categories and forward applications, along with a copy of a current Employee Appraisal Record, for each applicant to the Office of Personnel and Training. (Applicants who have never received an evaluation on Employee Appraisal Record (EAR) should ask their supervisors to complete the form and forward it with the SF-57.)

Applications will be reviewed in Washington Headquarters and the Administrator will recommend candidates to Secretary-designate Boyd.

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1967 TO USHER IN \$500 CONTEST FOR

An interagency design competition on which the official Department of Transportation seal will be based was launched today by Secretary-Designate Alan S. Boyd.

The contest is open to all employees who will be incorporated into the new Department and members of their families. The seal itself will symbolize the movement, modes, and growth of American transportation.

The Grand Winner--whose design will be selected by Mr. Boyd on the recommendation of a committee of distinguished artists--will receive a \$500 U. S. Savings Bond and a plaque of Special Achievement. One runner-up from each constituent DOT agency will receive a \$50 Savings Bond and a Certificate of Commendation.

Following the announcement of the winners on February 1, 1967, all entries submitted to the Committee of Final Selection will be exhibited in FAA Headquarters in Washington.

THE DOT AGENCIES

In symbolizing the various modes of American transportation in one design, you might wish to consider the following agencies that will constitute the new Department.

Office of Under Secretary of Commerce for Transportation
Alaska Railroad
Bureau of Public Roads
Bureau of Safety (CAB)
Coast Guard
Federal Aviation Agency
Great Lakes Pilotage Administration
ICC's railroad and motor vehicle safety responsibilities
National Highway Safety Agency
St. Lawrence Seaway Development Corporation

ST FOR DESIGN OF OFFICIAL DOT SEAL

Contest Rules

1. Each design must be submitted on a piece of heavy or mounted white paper.
 2. The design of the seal is to be circumscribed by a circle 7 inches in diameter.
 3. At least one rendition of the design must be made in black ink. Color may be suggested in an identical accompanying design--but no more than three colors (including black) may be used.
 4. Each design must be accompanied by a short (not to exceed 75 words) description of what it portrays. However, such narrative descriptions will not be accepted without a sketch or drawing of the design. This description must be firmly affixed to the back of the drawing.
 5. Each contestant must print or type his name directly on the paper in the lower right hand corner--as well as his modal agency, organizational unit, address, and telephone extension.
 6. Each contestant may submit a maximum of three different designs--but each must be submitted separately.
 7. All drawings submitted in the competition become and will remain the property of the Department of Transportation. Any refinements in the winning design that are necessary to comply with Government specifications will be made in consultation with the artist.
 8. All FAA entries must reach the Office of Information Services at Washington Headquarters on or before January 20, 1967, attention: Seal Competition Coordinator.
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OUR NEIGHBORS AT DOT . . . (This is the third in a series of articles describing the agencies which, with the FAA, will constitute the Department of Transportation.) The 482.7-mile Alaska Railroad, which is now a part of the Department of Interior, helps stimulate the settlement and economic development of the 49th State by providing rail transportation. Through a lease arrangement, the Alaska Railroad owns and controls a tug and barge line, docks, and terminals. Its 900 employees are headed by a general manager.

LONG WEEKENDS AHEAD . . . Because Christmas and New Year's fall on Sundays this year, those of us with normal tours of duty will observe Mondays, December 26 and January 2, as legal holidays. Employees with other than the normal Monday through Friday tours of duty should check the Absence and Leave Handbook, PT P 3600.2, Par. 76, or consult their supervisors to determine when they will receive their holiday time off.

COLD TREATMENT . . . For efficient operation, supersonic flight cruise generally must be conducted in the coldest air within operational reach of the aircraft. For this reason primarily, the first generation SSTs will cruise normally between 50-70,000 feet. The Weather Bureau, under the auspices of the National Science Foundation, currently is analyzing weather maps for the Northern Hemisphere at constant pressure levels near 50, 68, 84, and 100 thousand feet. These daily observations are providing considerable basic knowledge of the stratospheric environment of the SST.

RULE-MAKING SUMMARIZED . . . From November 30 to December 14, the Agency issued the following rules:

- Amdts. 47-2 and 49-2 to ease limitations formerly imposed on authorizations to sign for another, including powers of attorney, in connection with aircraft registration and recording.
- Amdt. 91-35, effective March 6, 1967, to prohibit the use of additional portable electronic devices aboard a U. S. civil aircraft.
- Amdt. 121-23, effective Dec. 1, 1966, to authorize Air Carrier District Offices to extend the compliance dates for installation of cockpit voice recorders in airplanes operated under Part 121.
- Amdt. 151-16, effective Dec. 14, 1966, revising the per cent of the U. S. share in approved airport development costs in the 13 states whose public lands make up more than five per cent of all lands.

Also issued was Notice 66-42 concerning the proposed modification of examination procedures for determining the presence of cardiovascular disease in applicants for, and holders of, first and second class medical certificates. The Notice will be the subject of a public hearing on Feb. 15, 1967, and written comments of those unable to attend the hearing are due by Feb. 6, 1967. Finally, the Agency issued Notice 66-43 inviting public comment before Jan. 7, 1967, on a proposal to change the self-destruction and tracking equipment required for the operation of unmanned free balloons.