

INTERCOM

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William F. McLean
Administrator

JAN 11 1967

67-2 January 9, 1967

Technical Processing
Branch, 44-610

WHERE WE STAND ON THE SST . . . General McKee has announced the winners of the supersonic transport design competition to be The Boeing Company for the airframe and The General Electric Company for the engine. No decision has been made as to whether to proceed into the next phase of the SST program--which is prototype construction and testing. Pending that decision, the contracts for Boeing and General Electric will be extended on a month-to-month basis, during which time Boeing and G. E. will continue to perform development, testing, and design refinement and FAA will continue to explore certain economic aspects of the program.

HEARINGS THIS WEEK ON BOYD'S NOMINATION . . . Senate Commerce Committee hearings are scheduled for Wednesday, January 11, on the nomination of Alan S. Boyd to be Secretary of the new Department of Transportation.

AVIATION SOARS TO NEW HEIGHTS IN 1966 . . . Domestic and international airlines set new records for safety and service during 1966, while the aerospace industry in general logged its most lucrative year in history.

- For the first time in aviation history, passengers aboard the domestic scheduled airliners topped the 100 million mark. International passengers surpassed the 200 million figure.
- Keeping pace with the increased activity (FAA reported approximately eight million airline operations) was the fine level of safety. Expressed in statistical terms, the domestic airlines had 0.07 fatalities per 100 million passenger miles. CAB Chairman Charles S. Murphy translated that rate into an interesting observation: a traveler could expect to fly continuously for more than 326 years on a scheduled airliner without being involved in a fatal accident.

23 AIRPORTS SCHEDULED FOR CATEGORY II OPERATIONS . . . Another step toward safe, all-weather flight has been taken by the FAA with the designation of the first 23 airports where it will install navigation aids in order to substantially lower current weather minimums for landing aircraft to a 100-foot decision height and 1,200-foot RVR. Flight under reduced weather minimums, called Category II, will result in fewer flight diversions and delays. The airports are located in Anchorage, Atlanta, Buffalo, Chicago, Denver, Detroit, Washington, D. C. (two airports), Houston, New York (two airports), Los Angeles, Louisville, Milwaukee, Newark, New Orleans, Oakland, Philadelphia, Pittsburgh, Rochester, San Francisco, Seattle, and Windsor Locks, Conn. All the airports except for three should be certified for Category II by late 1967.

SEAL COMPETITION DEADLINE NEARING . . . All entries in the \$500 design competition for the new Department of Transportation official seal must be submitted to the Competition Coordinator, Office of Information Services, before January 21. Encourage your family to participate!

OUR NEIGHBORS AT DOT . . . (This is the sixth in a series of articles describing the agencies which, with FAA, will constitute the Department of Transportation.) In 1887, Congress passed the Interstate Commerce Act, creating the Interstate Commerce Commission. The Commission's 2,400 employees regulate all interstate surface transportation. The following safety functions of ICC will be transferred to the new Department, with 470 employees:

- The investigation of rail, truck, and bus accidents.
- The inspection of railroad equipment, trucks, and buses.
- The establishment of rules for safe transportation of explosives.
- The setting of time limits on the number of hours that employees in interstate transportation can work so that they are not a hazard to themselves or others.

'CAT' MENACE GETS HIGH LEVEL ATTENTION . . . The National Committee for Clear Air Turbulence has recommended a coordinated Government drive to alleviate the dangerous "CAT" phenomenon. CAT is the unexpected and unexplained rough air encountered by pilots even though they are flying in seemingly good weather--far from thunderstorms or other atmospheric disturbances. The Committee suggested to the Environmental Science Services Administration (ESSA) that the primary responsibility for this work be shared by FAA, the Departments of Defense and Commerce, and NASA. Development of an on-flight device to give advance warning of clear air turbulence is the top priority item recommended by the Committee. FAA's representative on the Committee is Arvin O. Basnight, Associate Administrator for Programs.

IN CASE YOU WERE ON LEAVE . . . A special INTERCOM, dated December 29, announced procedures by which FAAers can apply for new positions at GS-14 and above in the Department of Transportation. If you missed this INTERCOM while on leave for the holidays, check promptly with your operating personnel office for details and deadlines. Also, to clarify an apparent misunderstanding: you only need to submit one SF-57, regardless of how many occupational specialties you are interested in. Watch INTERCOM for information on how to apply for jobs at GS-13 and below.

TRACING BRACING . . . The noise was distracting to Dale G. Baker, of the Sault Ste. Marie, Mich., AFS, so he investigated. He traced the trouble to faulty bracing and framing on a ventilation blower at the SSM-VORTAC, which in turn, was causing breaks in the unit wiring. His UCR (Unsatisfactory Condition Report) resulted in a corrected ventilation system, to say nothing of greater peace and quiet. Do you see a condition that's unsatisfactory?

MEET THE CHIEF . . . That smiling face looking out from the cover of the January FAA HORIZONS belongs to Alan S. Boyd, the man President Johnson has announced as his choice to be the first Secretary of the newly created Department of Transportation. For a close-up of the man and the big job ahead of him, read "The Makings of a Team."...Jumping swiftly to the back of the book you will meet Donnis Stines, banner bearer in a new HORIZONS program to demonstrate that we have the prettiest girls in the Government....After you read "Behind the Decision on the SST," you will be able to field most questions concerning the supersonic jet transport and how the FAA figures in the scene....Things are really shaking in Old New York, what with STOLs landing on abandoned piers and flying cranes whisking all sorts of emergency gear into the burg during a simulated disaster. The facts, entertainingly laid out, are in "Go "Down town."...Unquestionably, the number one heel and toe artist in the FAA is engineer Ed Aikman who kicked the bus riding habit and never felt better. He tells his own story in "Footloose and Fast."...Pilots in tailor-made suits? Pilots who sit in on Board room meetings? Absolutely! These are the new breed of executive pilots flying the hot stuff for big business. FAA's piece of the action is told in "Executive Jet Training."...Related is the "Booming Air Taxi Business," an engrossing tale of a new industry that has shed its pin feathers. All these, plus the usual standard items, are attractively packaged for your leisure reading in the January issue of FAA HORIZONS.

KEY POSITIONS FILLED . . . Executive selections have been announced for: Fred O. Wilder, FS, to Chief, Special Projects Staff, FS; Dayton B. Jenkins, AT, to Chief, Planning Standards Branch, AT; Selmer R. Holte, WE, to Chief, Airway Facilities Branch, Los Angeles Area Office; WE; Arthur K. McGraw, AS, to Executive Officer, AS; M. Gordon Applewhite, IM, to Logistics Evaluation Specialist, IM; Harry L. Gibbons, M.D., SW, to Chief, Aeromedical Research Branch, Civil Aeromedical Institute, AC; Salvatore G. Lardiere, AS, to Urban Planner, AS; Robert M. Brown, Boston Area Manager, to Chief, Airway Facilities Division, EA.

FSS TELEPHONE ANSWERING SYSTEM DEVELOPED . . . A new telephone answering system which will speed and improve service to pilots will be installed at some of the nation's busiest flight service stations (FSS) in the near future. Designed to provide a simplified, instantaneous telephone answering system for the FSS, the new equipment guarantees "first come, first served" answering to all callers. A prototype of the system was installed in December at the FSS located at Washington National Airport. By calling the FSS by telephone, a pilot can file a flight plan, obtain preflight briefings, weather forecasts, airport advisories, and other aeronautical information.

NEW PARACHUTING RULES ANNOUNCED . . . To provide additional safeguards for both jumpers and airplanes, the Agency will put new parachuting safety regulations into effect on March 24, 1967. These rules will require jump aircraft to have two-way voice radio communicating equipment whenever jumping operations are to be conducted in "controlled airspace." Controlled airspace includes all areas which come under the jurisdiction of air traffic control facilities. The new regulations also require that FAA be notified at least one hour before jumping is started in uncontrolled airspace.

DEADLINE FOR APPLICATIONS FOR DOT . . . Washington Headquarters employees interested in filing for anticipated GS-14 and above positions with the Department of Transportation (see page 2) must submit their SF-57s to HQ-100 on or before COB January 10, 1967. See Special INTERCOM edition of December 29, 1966, for other details.

DATA PROCESSING COURSES OFFERED . . . The Special Programs Department of the Graduate School, U. S. Department of Agriculture, will offer 50 courses in data processing. This special series of classes, CURRICULUM OF COMPUTER SCIENCES, will meet on Saturday mornings for a ten-week period. Nominations or applications are due by January 20. Classes begin February 18. For information and a catalog of this series, please contact: Special Programs Department, Graduate School, USDA, National Press Building, Suite 271 - 529 14th Street, N.W., Washington, D. C. 20004.

AWARDS AND REWARDS . . . Systems Research and Development Service has awarded Quality Within Grade Increases to Janet A. Thachik, Ralph E. Nelson, Carlton A. Keys, and Frank L. Frisbie; Sustained Superior Performance awards were presented to Donald D. Asker and Jean M. Jenkins. The Installation and Materiel Service presented awards to the following employees: Sustained Superior Performance awards went to James F. Stemple, Ralph E. Hennessey, and Sylvia Klem; Quality Within Grade Increases were presented to Frederick G. Bremer, Carl G. Foultz, and Robert Sherba. In the Bureau of National Capital Airports, R. Dan Mahaney, Manager of Dulles International Airport, received a Quality Within Grade Increase.

WELCOME TO FAA! Joseph J. Monteleone and Robert J. Lawler, both policemen, Operations Division, CA; clerk typists Carol A. Picone, ATC Development Division, RD, and Wilma M. Bagley, Executive Staff, AT; Clara S. Turner, secretary, Executive Staff, AT; George W. Mason Jr., aircraft and engine mechanic, Aircraft Programs Division, FS; Leonard M. Rice, position classification specialist, Personnel Operations Division, HQ; Harold M. King, digital computer systems operator, Data Processing Division, HQ; Delbert L. Brock, digital computer systems analyst, Data Systems Division, MS; Richard M. Warfield, operations research analyst, Systems Analysis Division, RD; and William L. Johnson, program analyst, Analysis and Control Division, SS.

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

INTERCOM

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JAN 18 1967

William F. McLe

Administrator

Technical Processing

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

January 10, 1967

DOT ANNOUNCES OPPORTUNITIES AT GRADES GS-5-13. The Department of Transportation has now identified occupations in which it anticipates a need at grades GS-5 through GS-13. Secretary-designate Alan S. Boyd has asked the heads of the modal agencies to insure that their employees are informed of these opportunities and are offered a chance to be considered. The Secretary-designate requests that by February 8, FAA refer the best qualified employees who are interested.

The occupations in which DOT anticipates a need at these grade levels are listed on the reverse side. The occupations are not identical to those identified previously at GS-14 and above.

As DOT anticipates only a limited need below GS-11 and in the clerical occupations, it is expected to fill most positions at GS-9 and below from interested applicants in the Washington Metropolitan area.

Of course, field employees are free to apply for these positions if they wish. Detailed instructions for filing applications for region and center employees will be announced by your local personnel office.

Washington Headquarters employees who are interested should complete the form on the reverse side of this INTERCOM and send it to the Personnel Operations Division, HQ-100, by January 17. If an application form (SF-57) is required, HQ-100 will request the employee to furnish it later.

* * *

REMINDER: All entries for the Department of Transportation Seal Competition must be submitted to the Competition Coordinator, IS-1, prior to January 21. Members of your family are eligible to compete and each contestant may submit three separate designs.

(OVER)

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|---------|--|---------|-------------------------------|
| GS-201 | Personnel Management | GS-343 | Management Analysis |
| GS-203 | Personnel Clerical | GS-345 | Program Analysis |
| GS-212 | Personnel Staffing | GS-510 | Accounting |
| GS-221 | Position Classification | GS-560 | Budget Administration |
| GS-230 | Employee-Management Relations
and Cooperation | GS-801 | General Engineering |
| GS-235 | Employee Development | GS-803 | Safety Engineering |
| GS-301* | General Clerical and Adminis-
trative | GS-810 | Civil Engineering |
| GS-304 | Information Receptionist | GS-830 | Mechanical Engineering |
| GS-312 | Clerk-Stenographer | GS-850 | Electrical Engineering |
| GS-316 | Clerk-Dictating Machine
Transcriber | GS-855 | Electronic Engineering |
| GS-318 | Secretary | GS-1081 | Public Information |
| GS-322 | Clerk-Typist | GS-1101 | General Business and Industry |
| GS-341 | Administrative Officer | GS-1102 | Contract and Procurement |
| GS-342 | Office Services Management
and Supervision | GS-1530 | Statistician |
| | | GS-2001 | General Supply |
| | | GS-2101 | General Transportation |

* Generally speaking, the occupational specialities covered by the GS-301 series are:

- Administrative and Clerical
- Program Specialists
- Transportation Specialists

67-4081

Please send to HQ-100.

POSITION(S) APPLIED FOR	GRADE

_____ NAME	_____ ROUTING SYMBOL
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TELEPHONE EXTENSION

INTERCOM

FEDERAL AVIATION AGENCY

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JAN 18 1967

William F. McLean
Administrator

67-3 January 16, 1967

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SENATE CONFIRMS BOYD; TWO TOP NOMINATIONS ANNOUNCED . . . By a unanimous vote, the Senate last Thursday confirmed the nomination of Alan S. Boyd to be the first Secretary of Transportation. Following the confirmation, President Johnson said he will nominate Everett Hutchinson to be Under Secretary and John E. Robson to be General Counsel. Both nominees must be confirmed by the Senate:

- Hutchinson, 52, is a native of Hempstead, Tex. A former Chairman of the Interstate Commerce Commission, Hutchinson is an attorney who has been president of the National Association of Motor Bus Owners since April 1965.
- Robson, 37, is a member of the Chicago law firm of Leibman, Williams, Bennett, Baird, and Minow. He is a graduate of Yale University and the Harvard Law School.

KRUEGER NAMED FAA'S HANDICAPPED EMPLOYEE OF THE YEAR . . . James A. Krueger, an aerospace engineer on the Western Region's Aircraft Modification Staff, has been named the handicapped FAA employee of the year whose work performance has been the most outstanding. Krueger, who suffers from acute arthritis, will receive the award at the annual meeting of the President's Committee on Employing the Handicapped, scheduled for next spring in Washington, D. C.

LBJ NAMES SWEARINGEN TO AUTO SAFETY COUNCIL . . . President Johnson has announced the appointment of John J. Swearingen, chief of the Impact and Survival Branch at the Civil Aeromedical Research Institute, to a 17-member National Motor Vehicle Safety Advisory Council. The Council will work with the Secretary of Commerce--and later with the Secretary of Transportation--on new auto safety standards, the first of which are scheduled to go into effect January 31.

FIRST FLIGHTS PLANNED BETWEEN MOSCOW AND NEW YORK . . . American and Soviet airliners will begin commercial service between Moscow and New York in late spring, following the joint agreement signed last fall establishing the new route. This week, a team of representatives from Pan Am, CAB, FAA, and ESSA, are in Moscow to iron out some of the technical policy problems associated with the new service. Next month, a Soviet delegation will meet with the Americans in New York. Heading the U. S. delegation to Moscow is Raymond B. Maloy, Assistant Administrator of the Europe, Africa, Middle East Region. Other FAA representatives are John Shaffer, IA, who is the project coordinator; Edward Koneczny, FS; David Switzer and Gil Joint, EU; and Ulysses Varese, EA.

OUR NEIGHBORS AT DOT . . . (This is the seventh in a series of articles describing the agencies which, with FAA, will constitute the Department of Transportation.) The Nation's highways account for 92 per cent of American intercity travel, underscoring the importance of the Government's principal road-building agency, the Bureau of Public Roads. BPR coordinates the development of an efficient, well-integrated interstate highway system and administers the Federal-aid highway program. The Bureau conducts long-range studies of future highway needs, oversees the implementation of the Highway Beautification Act of 1965, and monitors the construction of the Appalachia Development Highway System and access roads. In cooperation with the Central American Republics, BPR provides for the survey and construction of the Inter-American Highway and also counsels foreign governments in various phases of highway engineering and administration. It also cooperates with the U. S. Forest Service, the National Park Service, and other Government agencies in the construction of roads in national parks and other Federal areas. The 4,716 employees in the Bureau are headed by the Federal Highway Administrator, who, in turn, presently reports to the Under Secretary of Commerce for Transportation.

BRITISH AVIATION LEADERS VISITING FAA . . . Two top aviation officials from the United Kingdom currently are touring Agency facilities to survey the technological progress being made in American air traffic control development. They are Air Vice Marshal John Russell and Field Commander Geoffrey W. Stallibrass of the U. K. National Air Traffic Control Service. After a briefing at Washington Headquarters, the two visitors were flown to NAFEC aboard Nan-1, personally piloted by Deputy Administrator D. D. Thomas. During their two-week visit, they are scheduled to tour the Washington, Chicago, and New York Air Route Traffic Control Centers; and the towers at Atlanta, Opa Locka (Fla.), Chicago O'Hare, and JFK.

SYSTEMS ERRORS PROGRAM SHOWS NOTABLE SUCCESS IN '66 . . . In the face of a record number of air traffic control operations in 1966, the number of systems errors reported during the year decreased to 144. This compares with 181 in 1965 and 210 in 1964. A "systems error" is an operational error which results in less than the appropriate separation minimums specified in the ATC Procedures Manual. Since the program began in 1963, reports from controllers, supervisors, facility and regional officials have aided Agency ATC planners in making continued improvements in procedures, training, and equipment.

NOISE EXPOSURE CONTRACTS LET . . . Parallel contracts for the documentation of noise exposure around airports have been awarded to Bolt, Beranek and Newman for \$24,250 and to the Society of Automotive Engineers (SAE) for \$2,015. The small additional cost of dual contracts is more than offset by the advantages of two separate, competitive approaches. The airports to be studied are O'Hare and JFK.

\$500 SEAL CONTEST CLOSING THIS WEEK . . . GET YOUR ENTRY TO IS-1.

MARSH ELECTED CHAIRMAN OF FEDERAL EXECUTIVE BOARD . . . Edward C. Marsh, Director of the Central Region, has just been named Chairman of the Federal Executive Board (FEB) in Kansas City. He joins Oscar Bakke, Joseph H. Tippetts, and Phillip M. Swatek as FAA regional directors who currently serve as FEB heads. The Boards are made up of high-level Government officials stationed in every part of the country and their essential purpose is to foster cooperation among Federal agencies in the interests of economy and efficiency. FAA officers also chair a number of Federal executive associations.

RULE CHANGE TO SPEED STUDENT PILOT LICENSING . . . A two-part amendment to the Federal Aviation Regulations (FARs) will provide instant licensing of student pilot applicants and also will drop the parental consent requirement for minors. In effect, FAA-designated aviation medical examiners (AMEs) will issue, on-the-spot, a combination medical and student pilot certificate when the applicant passes the required pilot's physical exam. These amendments (61-26 and 183-2) go into effect on May 1. In other rule-making activities, FAA issued:

- Amdt. 151-17, effective January 27, adding, revising, and clarifying several Federal-aid Airport Program eligibility criteria and programming standards.
- Amdts. 21-13 and 45-3, effective July 7, 1967, changing FAR 21 to make compliance with FAR 45 identification plate requirements, a condition for the issue of certain airworthiness certificates, and changing FAR 45 to broaden the pertinent identification plate requirements for aircraft, aircraft engines, and propellers.
- Amdts. 37-9, 37-10, and 37-11, all effective February 10, revising TSO-C78, "Crewmember Demand Oxygen Masks," TSO-C89, "Oxygen Regulators, Demand," and TSO-C74a, "Airborne ATC Transponder Equipment," and establishing TSO-C88, "Automatic Pressure Altitude Digitizer Equipment."

STRYKER NAMED CHIEF OF SW AIRWAY FACILITIES DIVISION . . . Richard R. Stryker, who has been serving as Chief, Data Systems Branch, SM, has been appointed to the Ft. Worth post. Stryker has been with the FAA for 24 years. Formerly he served as Deputy Chief, Air Navigation Facility Division, Alaskan Region, and as an SM project engineer in Washington. Stryker received a degree in engineering from the University of Utah.

AIRPORT SAFETY GETS ANOTHER HAND . . . John M. Mobley will join Airports Service, Safety Standards Branch, on January 30, as airport safety specialist. He will work at developing suggested standards for fire-fighting equipment, procedures and training. After six years of Marine Corps Service, he joined the Charleston Navy Shipyard Fire Department as a firefighter. During the next nine years he progressed to the position of Firefighter-Inspector. In 1955 he transferred to Military Airlift Command (MAC) Headquarters as Equipment Specialist (Fire Prevention) where he advanced to the position of Assistant Chief of MAC Headquarters Fire Prevention Division, Scott Air Force Base, Ill.

BOESCH DIES SUDDENLY . . . William E. Boesch, a retired SM division chief, died of an apparent heart attack on January 9. He would have been 64 years old on the following day. In 1935, Boesch pioneered the development of the airways dome beacon for use in geographical areas of adverse weather conditions. These "radomes" are in common use today, particularly in the Pacific Northwest. Boesch was selected in 1946 to organize and staff a nation-wide aeronautical ground inspection system with engineers highly trained in the maintenance of the Agency's facilities and equipment. In 1956 he received the Department of Commerce Meritorious Award in recognition of his outstanding work for the former CAA.

NO SOREHEAD, HE . . . Jack Wimberly owes his life to his hard hat. A structural ironworker in the Anchorage Field Program office, Wimberly was moving a scaffold with some fellow workers during a hangar reconditioning project at the Anchorage International Airport. The top of the scaffold struck an overhead lattice beam, jarring loose a brace lug. This chain reaction sent a three-pound lug crashing earthward at an estimated 47 feet per second, stopping abruptly on Wimberly's helmet. The blow knocked him to the floor and shattered the top of his hard hat, but a few aspirins put Wimberly right back into shape. The moral of the story--to employees in such hazardous jobs--is rather obvious, we think.

BASIC PILOT CERTIFICATE PROPOSED . . . To improve the skills and proficiency of pilots and to promote greater safety in aviation, FAA has proposed a new "Basic Pilot" certificate and more training for future Private and Commercial Pilot licenses. Existing pilots' licenses would not be affected. The Basic Pilot certificate would require less training and experience than is now required for a Private Pilot certificate and would allow the pilot to carry passengers on flights. The proposal also would raise Private Pilot certification requirements for flight training and experience from 40 to 75 hours, and Commercial Pilot certification to 250 hours of flight experience--50 hours more than presently needed. It is felt that raising private and commercial pilot requirements, as proposed, is necessary to bring skills and techniques up to a level more nearly commensurate with the demands of today's more complex, high performance planes. Existing regulations are based on the characteristics of airplanes developed more than a decade ago. Comments on Notice 67-1 must be submitted by April 13. In other Notices of Proposed Rulemaking, FAA issued:

- Notice 66-44 to revise the static pressure system design standards and the test requirements for maintenance of altimeter systems (comments are due before February 16); and
- Notice 66-45 to require all large privately-owned airplanes and small turbine-engine airplanes to be maintained under a continuous maintenance program when they are not maintained under Parts 121 and 127 (comments are due before March 8).

HEADQUARTERS EMPLOYEES NOTE . . . The salary checks dated January 23, 1967, will reflect the increase in Group Health Insurance deductions, and the bi-weekly payroll deduction for the Combined Federal Campaign.

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67-4 January 23, 1967

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DEAN NAMED DOT ASSISTANT SECRETARY FOR ADMINISTRATION . . . Alan L. Dean, FAA's Associate Administrator for Administration, last Friday afternoon was named by Secretary Alan S. Boyd as Assistant Secretary for Administration in the new Department of Transportation. The appointment was approved by President Johnson. In 1966 Dean served on several interagency task forces which were concerned with drafting the DOT Act and making plans for the new Department. Dean was named Associate Administrator for Administration in July 1961, following two and one-half years with FAA as Assistant Administrator for Management Services. Prior to joining FAA, Dean had spent 18 years in Government service in jobs ranging from that of a civilian personnel officer in the former War Department to senior management analyst in the Bureau of the Budget. In 1965, Dean received the National Civil Service League's Career Service Award. He also has received FAA's highest employee honor, the Decoration for Exceptional Service.

MCKEE AND THOMAS SLATED TO KEEP PRESENT POSTS . . . The President has submitted to the Senate the names of General McKee and Mr. Thomas to retain their present FAA positions under the new Department of Transportation. Senate confirmation is required to conform with the DOT Act which changes their titles to "Administrator" and "Deputy Administrator" of the Federal Aviation Administration. In other top-level selections, the President nominated:

- Lowell K. Bridwell, now Deputy Under Secretary of Commerce for Transportation, to be Federal Highway Administrator.
- Francis C. Turner to be Director of Public Roads. He has been with the Bureau of Public Roads for 37 years.

MARTIN, PULLING, SLIFF PROMOTED . . . The job of filling Glenn E. Goudie's shoes as Director of the Systems Maintenance Service has gone to his Deputy, Mervyn M. Martin. Goudie recently retired, taking with him the Agency's highest employee honor, the Decoration for Exceptional Service. Martin has been with FAA/CAA for 20 years--in Washington Headquarters, the Aeronautical Center, and the Southwest Region. The number two job in SM will be filled by Ronald W. Pulling, now serving as Deputy Director of the Office of Policy Development. In a third executive promotion, Richard S. Sliff has been named Chief of Flight Standards' Engineering and Manufacturing Division, filling the vacancy left by Henry Weeks who retired last month.

PRIVATE AGENCY PILOT TESTING POSSIBLE . . . The time might not be too distant when instructors and private pilot training agencies will have "full responsibility" both to train and test all private pilots. This speculation was made recently by Henry S. Hubbell, Jr., chief of Flight Standards' General Aviation Operations Branch, who said that "within a very few years it will not be feasible or possible" for FAA itself to test all pilot applicants individually. In the past year, the number of new student pilot certificates jumped 50 per cent--to 110,000.

AT LEAST ONE UFO IDENTIFIED . . . A high-soaring balloon sighted 63,000 feet over the Lometa, Tex., VOR, as it drifted eastward gave SW Region employees a subject for speculation lately. No one knew its identity. Later, perplexed Southern Region personnel tried their own guesstimating, as the balloon was sighted at almost 3,500 feet over North Carolina. The balloon eventually landed near Snow Camp, N. C., and its odyssey and ownership were successfully traced. The globe-circling balloon was a French research vehicle released from Landes, in southwest France, on December 29. It had been last reported over Mongolia.

NATIONAL PROCUREMENT TRAINING PROGRAM LAUNCHED . . . The first students to attend the National Procurement Training Program classes are meeting in Washington this month. An additional class is scheduled for the FAA Academy next month. The primary objective of the six courses offered is to provide all FAA contracting personnel--and other employees involved in the procurement process--with "how-to-do-it" information. The new procedures stem from the recently published FAA Procurement Manual that streamlined all Agency procurement practices. Notice 3165.1 (National Procurement Training Program) outlines course content and eligibility for selection.

BIRD HAZARD CIRCULAR AVAILABLE . . . The flight paths of migratory birds, where they are most likely to be encountered, and when the flights are at their peak are documented in a recently-released FAA Advisory Circular (AC 150/520-3) titled "Bird Hazards to Aircraft." The pamphlet, available from HQ=438 in Washington, is part of the Agency's continuing campaign to reduce bird strikes which cause millions of dollars each year in aircraft damage.

DOT SEAL CONTEST ENDS, JUDGING BEGINS . . . The interagency competition to design a seal for the new Department of Transportation ended at midnight last Friday and the response to the contest was most gratifying to Mr. Boyd. Several hundred employees (and members of their families) from the constituent DOT agencies submitted entries which will be judged by a distinguished selection committee in Washington. The judges, in addition to Mr. Boyd, are: Mrs. Estes Kefauver, Advisor on the Fine Arts, U. S. Department of State; Mr. William Walton, Chairman of the Fine Arts Commission; Mr. Jack Perlmutter, Director of the Graphics Department, Corcoran Gallery of Art; and Colonel Ed V. Hendren, Commanding Officer of the U. S. Army's Institute of Heraldry. The winner of the \$500 U. S. Savings Bond and the runners-up, each of whom will be awarded a \$50 bond, will be announced on February 1. The winning designs will appear in the first INTERCOM following February 1.

MODERN DAY FAUSST HAS DEVILISH PROBLEMS, TOO . . . The legendary Faust yielded to temptation, sold his soul to the Devil, and sealed the bargain in a drop of blood. The FAUSST of the supersonic age is made of sterner stuff, tackling devilishly difficult problems without entering into any binding agreements. FAUSST is the abbreviated name of the "French/Anglo/U. S. Supersonic Transport" group which meets periodically to focus on the supersonic future.

When the British/French Concorde is ready to enter commercial service, it will have to be type certificated by FAA before it can operate in the United States. Likewise, when the American SST is ready, it will have to be certificated by Britain and France if it is to operate in their countries. Therefore, FAUSST members are trying to achieve a maximum of common ground now on reciprocal airworthiness and operational requirements in order to avoid the imposition of special conditions or unilateral regulations by any of the three countries later--at great inconvenience and cost.

American participants in FAUSST represent FAA, DOD, ESSA, and NASA. FAA's team, headed by Richard S. Sliff, comprises J. M. Miller, Robert Allen, Edward Davis, Robert Auburn, Paul Spiess and Ralph Noltemeier, all of Flight Standards, and Al Ridenour of Air Traffic Service. The next FAUSST meeting is scheduled for the end of January in Washington.

RULE-MAKING SUMMARIZED . . . From January 4-17, the Agency issued Amdts. 61-27, 91-36, and 121-24, effective April 15, 1967, revising and updating the flight maneuvers required, under Part 61, for airline transport pilot certificates and associated ratings and, under Part 121, for training and proficiency checks. Also, the Agency withdrew the following Notices: Notice 65-34, "Consumption of Alcoholic Beverages by Crewmembers Before Operation of Aircraft;" Notice 66-16, "Casting Factors and Inspection Procedures;" and Notice 66-25, "Training and Minimum Experience Requirements; Turbojet Engine Powered Aircraft."

LADIES BOOST AIRPORT BEAUTIFICATION . . . Special FAA recognition will be given to American communities which have made outstanding efforts to beautify their airports. The idea was suggested to FAA by its Women's Advisory Committee on Aviation in response to Mrs. Johnson's national beautification program. The FAA's Certificate of Commendation will be presented to communities selected for the award. FAA employees are invited to nominate deserving airports, using the procedures outlined in Agency Order 1210.5A.

FIRST FLOATING GROUND SCHOOL OKAYED . . . What is believed to be the first FAA-approved floating pilot ground school in history has just received the clear sailing signal from the Honolulu GADO. It will be conducted aboard the Navy destroyer U. S. S. Koiner, home-based at Agana, Guam, and will have Basic and Advanced ground school ratings. George Reece, chief of the GADO, said that a naval officer assigned to the Koiner will be the ground instructor. Reece pointed out that on many occasions the destroyer goes out on patrol for several months--and it is during these long periods that the course will be given. Flight training will be given at the Naval Air Station at Agana.

LIVINGSTON NOMINATED FOR CAREER EDUCATION AWARD . . . Richard E. Livingston, a data systems specialist assigned to the Jacksonville ARTCC, has been selected as the Agency's nominee for the Career Education Award. Alternates are Bernard E. LaPorte, an electronics engineer, and Donald C. Davidson, supervising staffing specialist, both from the Pacific Region. Final decision on granting the awards will be made by the National Institute for Public Affairs, which administers the program. The award provides a year of graduate study at one of eight leading universities. Livingston was selected by the Administrator, at the recommendation of the Executive Personnel Board, on the basis of his performance record, recommendations from his supervisors, and his academic background.

WNA SUBJECT OF TV SHOW . . . Washington area residents will get a chance to voice views on Washington National Airport on Tuesday, January 24 at 10 p.m., during WTOP-TV's "Open Line." Viewers telephone comments on various subjects to the weekly program and this one is devoted to Washington's airport problems. Arven Saunders, BNCA Director, will be among the panelists. Others are Frank C. Waldrop, chairman of the Committee Against National (CAN), Senator Daniel Brewster of Maryland, Chicago Congressman Roman Pucinski, and representatives from AOPA and ATA.

HEED EMERGENCY INSTRUCTIONS . . . The beginning of each year is a good time for all Headquarters employees to review plans concerning defense readiness responsibilities and other emergency procedures. If you are assigned to a task group, are you familiar with your DEFCON alerting responsibilities? If you are not assigned to a relocation site task group or if you cannot get there, what Civil Service Commission form do you fill out and send to the nearest post office to get paid and restored to duty? These and many other answers can be found in the Defense Readiness Order 1910.1, dated 8/4/66. Any questions you may have concerning this Order should be directed to your Defense Readiness Coordinator or HQ-305, x25607.

AWARDS AND REWARDS . . . Robert J. Alpher, former chief of the Facility Systems Branch, RD, was presented a Meritorious Service Award upon his retirement from the Agency. The award was in recognition of his outstanding performance in establishing modern air route traffic control center facilities. Associate Administrator for Development Joseph D. Blatt presented the award in a ceremony on January 6. Deputy Administrator Thomas was present along with many of Alpher's colleagues and friends. In the Office of Aviation Medicine, the following employees received Quality Within Grade Increases: M. Jean Hetsko, Marilyn R. Fobbs, Dorothy M. Myers, S. J. Gerathewohl, and Ida M. Yates. In Systems Maintenance Service, Nancy Munsey received a Quality Within Grade Increase along with an outstanding performance rating.

HAVE YOU SUBMITTED YOUR COST REDUCTION SUGGESTION?

INTERCOM

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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FEB 8 1967

William F. McKee
Administrator

Technical Processing
Branch, HQ-610

67-5 January 30, 1967

LBJ NAMES MACKEY, SWEENEY TO KEY DOT POSTS . . . The President's choice to be Assistant Secretary for Transportation Policy Development is M. Cecil Mackey, FAA's former Director of Policy Development until he joined Alan Boyd's staff at the Department of Commerce in July 1965. Mackey's name has gone to the Senate for confirmation. President Johnson also announced the selection of John L. Sweeney to be Assistant Secretary for Public Affairs in the new Department.

- Mackey, 37, is both an economist and a lawyer. Prior to coming to FAA he was Assistant Counsel to the Senate Anti-Trust Subcommittee. Before that he taught law at the University of Alabama and economics at the University of Illinois. He spent one year at Harvard Law School as a Ford Foundation Teaching Fellow and served two years as an officer in the Air Force. He is a licensed private pilot.
- Sweeney, 38, is Federal Cochairman of the Appalachian Regional Commission, an independent agency created in 1965 to coordinate programs and plans for the economic development of the 12-state Appalachian area. He, too, is a lawyer. He has served as Administrative Assistant to Michigan Governor G. Mennen Williams, Legislative Assistant to the late Senator "Pat" McNamara, Assistant to the Under Secretary of Commerce, was Staff Director of the Senate Labor Subcommittee, and was Executive Director of the President's Appalachian Regional Commission.

AGENCY ASKS FOR MORE MONEY, POSITIONS IN '68 BUDGET . . . New appropriations of \$740,960,000 have been requested in FAA's 1968 budget, representing an increase of \$27,764,000 over 1967. (These figures do not include funding for the SST development program.) The requested budget will finance an additional 762 positions by the end of FY'68. These increases-- 3.9 per cent in funds and 1.8 per cent in authorized staffing--will permit FAA to provide air traffic handling capability and safety services to meet the dramatic growth in all sectors of civil aviation activity.

HARPER DESIGNATED ACTING ASSOCIATE ADMINISTRATOR . . . With Alan Dean's transfer to the new Department of Transportation, his Deputy, Clarke H. Harper, has been designated by General McKee as Acting Associate Administrator for Administration.

SEAL COMPETITION PRODUCES 1,276 ENTRIES . . . Employees of the constituent DOT agencies and their families submitted 1,276 entries in the DOT seal contest. FAAers contributed 817 of them. The winners will be notified on Wednesday, February 1.

FIRST MAINTENANCE CHANGE IN 20 YEARS PROPOSED . . . As part of the Agency's concerted efforts to recognize the growing complexity of the modern general aviation fleet, FAA has proposed a change to the FARs that would delete the present progressive-type inspection for large airplanes and small-turbine-powered aircraft and would permit the owner or operator to develop his own continuous maintenance program. He would set forth the details in a documented maintenance plan--one which would not require the approval of FAA. However, should his plan not contain adequate procedures and standards, he would be so notified by the FAA Administrator and asked to make changes to his program.

JETS LESS NOISY, STUDY FINDS . . . After Washington National Airport was opened to two and three-engine jet air carrier aircraft last April, a comparative measurement was made of aircraft noise produced by jet, turboprop, and piston aircraft at locations in the airport vicinity. The study, led by Dr. Stanley R. Mohler, Chief of the Aeromedical Applications Division of the Office of Aviation Medicine, revealed:

- Departing medium-size jet aircraft which followed noise abatement procedures delivered--as a category--less noise to the community than did older piston air transports of the four engine type. This is because the jet aircraft are restricted in fuel load and power management techniques during departure procedures.
- Arriving aircraft produced lower noise levels at the sites sampled than did departing aircraft.

The samplings were taken by FAA electronic technicians operating from mobile units at 12 sites selected on the basis of anticipated public reaction areas. The technicians were provided by the Aircraft Development Service, the Installation and Materiel Service, and the Systems Research and Development Service.

MAYOR LINDSAY NAMES BAKKE AS AVIATION CONSULTANT . . . Oscar Bakke, Director of the Eastern Region, will serve as consultant to New York City Mayor John Lindsay's newly formed Aviation Council. In announcing the 18-member advisory group, Lindsay warned that New York "may well strangle on our success as an aviation city" and charged his Council to give "first priority" to the consideration of the city's need for increased airport capacity. Bakke has estimated that the number of air passengers moving into and out of New York's metropolitan airports will at least double by 1975--to more than 50 million.

STIRMINSKI LAUDED FOR INTERNATIONAL WORK . . . Airport engineer Louis F. Stirminski, now serving in Panama with the Regional Aviation Assistance Group (USAID), recently received a special award for his efforts "...leading to the improvement of safety, reliability, and efficiency of international and domestic civil aviation and the development and modernization of airport facilities in Central America and South America."

HAZARDOUS DUTY PAY FOR CERTAIN SITUATIONS . . . Recently, CSC published regulations to administer the law which will now allow additional pay for work involving physical hardship or hazard which is not taken into account when the position was classified, is not an inherent part of the position and is not regularly assigned to the employee. Each agency must now develop its own regulations to identify specific kinds of positions and work situations which will be covered. In FAA, the kinds of work for which hazard pay would be allowed have normally been considered in the classification of positions--so the additional pay will not normally be authorized for FAA work situations. There will be exceptions: For example, climbing structures under hazardous conditions (such as over 50 feet without adequate protective devices) would be compensated under the hazard pay provisions. FAA draft regulations covering hazardous duty pay are now in the field for comment. As soon as these regulations are finally approved and hazard pay is authorized for specific jobs, payment can be made for days of hazardous duty performed--at rates up to 25 per cent per day--retroactive to January 29, 1967.

FAVORABLE REPORT GIVEN ON STABILIZING DEVICE . . . A favorable evaluation of an experimental "stability augmentation system" for light aircraft which could help prevent fatal accidents in general aviation flying has been received by FAA from the Cornell Aeronautical Laboratory. Prepared under an Agency study contract, the report indicated that a stability augmentation system can counteract the tendency of unskilled pilots to lose control of their aircraft when they inadvertently encounter weather conditions in which outside visual references--such as the earth's horizon or ground objects--cannot be seen. Pilot disorientation, when flying unexpectedly into a cloud cover, is a primary cause of accidents.

HINK PROMOTED, MOVES TO WESTERN REGION . . . Lynn L. Hink, program analysis officer in Washington's National Airspace System Program Office (NASPO), has been named Chief of the Western Region's Air Traffic Division. The following other executive appointments have been announced:

- Donald E. Baver, Assistant Chief, System Planning Division, AS, (Wash.)
- George Rudiger, Chief, Accounting Division, HQ, (Wash.)
- Herbert H. Slaughter, Deputy Chief, Engineering and Manufacturing Division, FS, (Wash.)
- John F. Vogel, Chief, Engineering and Manufacturing Branch, Flight Standards Division, (Southern Region)
- Howard A. Cocklin, Chief, Washington National Tower (Eastern Region)
- Louis F. Leon, Chief, Newark Tower (Eastern Region).

ANOTHER UCR PAYS OFF . . . Emmett C. Hess Jr. of the Meridian, Miss., FIDO submitted a UCR pointing out the safety hazard of light-weight step ladders used by flight inspection personnel for climbing on wings of aircraft during preflight inspection. The ladders often collapsed, causing injuries. As a result of Hess's UCR, they have been replaced. You, too, can submit a UCR to eliminate safety hazards, waste and to reduce costs.

NOW THAT SHE'S COME OF AGE . . . Having just turned 21 and no longer needing a note from her parents allowing her to give a pint of blood, Jean M. Green, Office of Information Services, has scheduled a blood donation date with her group chairman. It's a great way to celebrate this milestone, and other "just 21s" are hopefully invited to do the same. Besides, it's a good way to learn your blood type.

THE HOLE TRUTH (Cont.) . . . To those who have been gnawing their nails about how the men putting up the Forrestal Building expect to get that gangling crane with the 70-foot boom out of the hole now that they have it boxed in: Relax! That skyscraping lifter-up will be there a long time. It will be used to erect the "C" building, sometimes called the "doughnut" building" because it will have a center court. Some of the components will be pre-cast concrete sections, weighing as much as 16 tons each. That neatly leveled pedestal of packed earth on which the crane rests eventually will be an inner-court park, complete with fountains and decorative bridges and places to sit. When the builders get good and ready, they will take the boom apart, build a suitable ramp and drive the crane out of the hole under its own power.

AWARDS AND REWARDS . . . Leo F. Powell, Office of Headquarters Operations, was granted a Special Service Award for his work in the Agency's Equal Opportunity Program. A Meritorious Service Award was presented to John P. Morris, who recently retired from Flight Standards Service, for his outstanding contributions to the Agency and to aviation. In the Office of Management Services, Sustained Superior Performance Awards went to Vincent A. Johnson and James C. Small, and a Quality Within Grade Increase to Joseph A. Norton.

CROSSWORD PUZZLE SOLUTION . . . Here is the solution to the crossword puzzle on page 20 of the January issue of FAA HORIZONS:

67-4174

D	S	K	I	D	G		
L	I	F	T	R	T	A	
V	A	W	A	S	H	I	N
S	E	A	L	G	R	G	
T	L	E	E	F	U	E	L
A	F	T			S	E	
R		P	I	T	O	T	
T	A	B	R	A	C	G	
X	D	O	R	S	A	L	U
F	I	N	P	T	S		
S	A	S	P	E	C	T	T

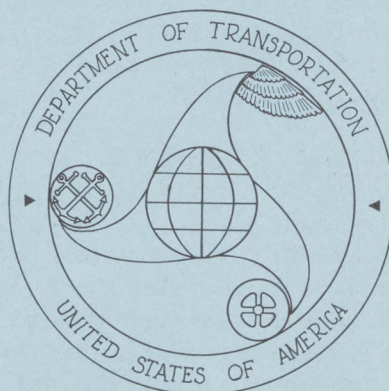
INTERCOM

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

William F. McLean
Administrator

67-6 February 6, 1967

ASHWORTH WINS DOT SEAL CONTEST . . . James Ashworth of the Planning and Control Branch at the Aeronautical Center is the grand prize winner for his idea for a Department of Transportation seal. His entry depicts a triskelion--the symbol of progress--with three branches. At the end of each branch are crossed anchors representing water, a wheel representing land, and a wing representing air. The counter-clockwise direction of each branch symbolizes the new Department's efforts to reduce travel time. Ashworth, who says he was helped by his wife and children, will receive a \$500 savings bond. Here's the winning design:



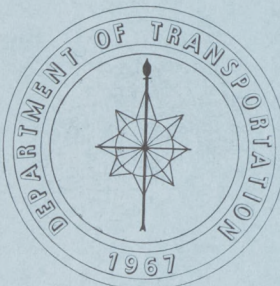
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Another FAAer, Gary Smith of the Office of Information Services, was one of the eight runners-up. Gary, an illustrator for FAA HORIZONS and FAA AVIATION NEWS, studied art at Wichita University and Corcoran. Gary and the other seal contest runners-up (designs appearing on the inside pages) each receive a \$50 savings bond. The winning designs were evaluated by: Mrs. Nancy P. Kefauver, Advisor on the Arts, Department of State; Mr. Jack Perlmutter, Director of Graphics, Corcoran Gallery of Art; and Colonel Ed V. Hendren, Commanding Officer, Institute of Heraldry. The committee, appointed by Secretary Boyd, chose the winners on the basis of the idea they suggested, rather than on their artistic rendering of the designs. The winning designs will now be submitted to a professional artist who will incorporate the best concepts of each into the final seal for the Department.

FIRST AIR CARRIER FLIGHT REMEMBERED . . . Wearing the traditional helmet, goggles, and white scarf of the aviator, Tony Jannus, back on Jan. 1, 1914, took to the air in his Benoist Flying Boat and flew across Tampa Bay--carrying a mayor and two hams--and winning a place in history as having made the first official air carrier flight. The flight, which covered 21 miles in 23 minutes, was remembered during January ceremonies in Tampa. Capt. Eddie Rickenbacher received the annual Tony Jannus Award, and Southern Region Director James Rogers was an honored guest.

BLIZZARD CRIPPLES CHICAGO . . . A once-in-a-lifetime storm barreled out of the plains on January 26 and dumped 21 inches of snow on Chicago to cripple the metropolitan area for four days. O'Hare Airport was closed for nearly four days. Nearby Midway and Meigs were also closed for several days as were most of the small general aviation airports in the area. Controllers and maintenance men were stranded at facilities in the area, some longer than three days, but they stayed comfortable and had enough good food. Rescue helicopters were the only machines flying in the wake of the storm and controllers at Midway were kept busy guiding them to residential emergency areas and hospitals, correlating their radar with city maps. The storm, which covered a large area with Chicago at its center, continued across Lake Michigan. More than 13 airports with FAA towers were knocked out of commission before the storm crossed the border into Canada.

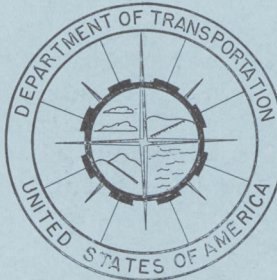
CONTRACT AWARDED FOR AUTOMATION EQUIPMENT . . . A \$44.8 million contract--the largest ever awarded for air traffic control equipment--was given to the Raytheon Company of Wayland, Mass., to supply the Agency with automation equipment for modernization of control centers. The Computer Display Channel (CDC) equipment is a key element in the National Airspace System plans for the semi-automation of air traffic control. It is expected to greatly improve the handling of flights by freeing both pilots and controllers from monotonous repetitive tasks and permitting them to devote more attention to their primary duties. The displays, which will comprise approximately one-third of the equipment in a center, will superimpose electronically produced alpha-numeric tags on the radarscope, providing the controller with what amounts to a three-dimensional "picture" of the planes in his area of jurisdiction. The contract is expected to be completed in about four years.



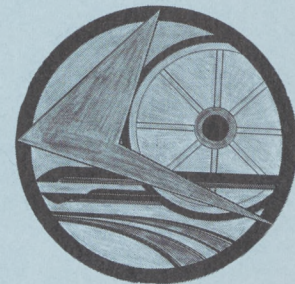
William Egan Jr.
Interstate Commerce
Commission



Janelle Evans
Civil Aeronautics
Board



Joseph Rich
Bureau of Public
Roads



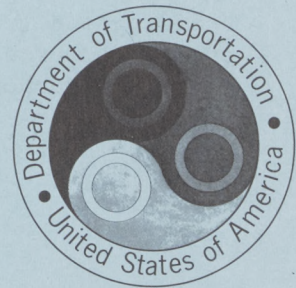
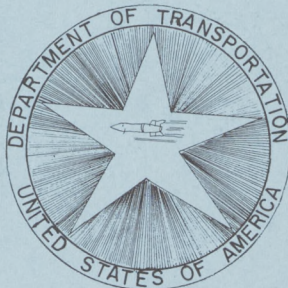
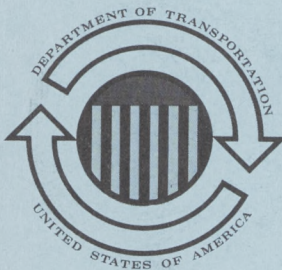
James Morrison
The Alaska Railroad

ENGINEERS AND SCIENTISTS TO RECEIVE PAY RAISE . . . Effective with the pay period beginning February 12, Agency employees in certain positions, grades GS-9 through GS-12 will receive a substantial pay increase. The positions qualifying for increased rates are: professional engineers and architects, industrial hygienists, operations researchers, mathematicians, meteorologists, chemists and certain other science series and specializations. Salaries of affected employees will be adjusted to new rates listed below for the step-rate of their grades.

Grade	1	2	3	4	5	6	7	8	9	10
GS-9	\$ 9,001	\$ 9,262	\$ 9,523	\$ 9,784	\$10,045	\$10,306	\$10,567	\$10,828	\$11,089	\$11,350
GS-10	9,573	9,861	10,149	10,437	10,725	11,013	11,301	11,589	11,877	12,165
GS-11	10,481	10,796	11,111	11,426	11,741	12,056	12,371	12,686	13,001	13,316
GS-12	11,306	11,685	12,064	12,443	12,822	13,201	13,580	13,959	14,338	14,717

FEDERAL-AID AIRPORT PROGRAM REPORT ISSUED . . . Agency officials estimate that by 1970 an additional 234 airports will be handling scheduled airline jet service, according to the annual report to Congress on the status of the Federal-aid Airport Program. In calendar year 1965 alone airports receiving jet service increased from 70 to 111, and a tremendous acceleration is expected. To meet the growth in jet service expected in the next five years, officials estimate that runway extensions equivalent to 650 miles of single-lane highway costing over \$130 million will be needed. The report showed 1,633 active projects in FAAP which represented allocations of \$390.85 million as of the end of fiscal year 1966.

EQUAL OPPORTUNITY SEMINARS SCHEDULED . . . A series of seminars designed to increase understanding among FAA managers about the equal opportunity program have started throughout the Agency. Discussion will center on both the problems and the methods of extending opportunities to present and prospective employees. The first meeting was held at NAFEC February 2-3, and others will be held in Boston, Denver, Cleveland, Miami, Memphis, New York and Little Rock, Ark. Additional seminars will be scheduled later in the year to include other Agency managers.



LCdr. Herman A.
Hassinger, U. S.
Coast Guard Reserve

E. Jane Layo
St. Lawrence Seaway
Development Corp.

Lawrence Pavlinski
National Highway
Safety Agency

Gary Smith
Federal Aviation
Agency

HANDBOOK REVISED FOR RECOGNITION AND AWARDS . . . Major changes in a revised handbook, Recognition and Awards, 3450.7, distributed last week include:

- provision that awards for suggestions be paid by the organization where the suggestion originates even though the suggestion is adopted by another organization.
- a separate procedure for processing suggestions related to ground equipment, aircraft and avionics equipment modification.
- a longer time limit for processing suggestions (45 days after receipt by coordinator).
- revised procedures for signing the retirement certificates for employees with less than 30 years service.

NEW FILM RELEASED . . . A new film showing the relationship between the FAA National Airspace System and the Department of Defense AIMS (radar beacon system) program has been produced by the Air Force to show the advantages of radar beaconry in air traffic control. Prints are on loan to the FAA and may be borrowed from the Motion Picture Branch, HQ-450. The 19-minute film is titled "Progress in Air Traffic Control."

AWARDS AND REWARDS . . . The Bureau of National Capital Airports recently presented Quality Within Grade Increases to Linwood Robertson, Malcolm Russell, Lucy McIlvain, Gladys Nusenko, Kathleen Hasse, Joseph Cadigan and George Park, and Sustained Superior Performance Awards to Willie M. Davis and Clara L. Duncan.

FAA SHUTTLE SERVICE . . . The FAA shuttle schedule between 800 Independence Avenue, S.W. and Commerce Building went into effect January 23, 1967. Following is a tentative schedule of runs for each day:

<u>TRIP</u>	<u>DEPART HEADQUARTERS</u>	<u>DEPART MAIN COMMERCE</u>
1	8:45	9:00
2	10:45	11:00
3	12:45	1:00
4	2:45	3:00
5	4:30	4:45

The shuttle will depart from the "A" level garage of the Headquarters building and from the Official Parking Zone of the 15th Street entrance of the Commerce Building. You may want to clip this out and paste it in your telephone directory for future reference.

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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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FEB 15 1967

William F. McKee
Administrator

67-7 February 13, 1967

Technical Processing

LBJ TO NOMINATE AGGER TO DOT . . . ~~President Johnson~~ has announced his intention to nominate Washington lawyer Donald G. Agger to the post of Assistant Secretary for International Transportation Affairs in the Department of Transportation. Agger, 38, is presently in private law practice in Washington.

MCKEE DISCUSSES SST COST WITH AIRLINE OFFICIALS . . . Administrator McKee met with top airline officials last week to discuss the Agency's proposal that the airlines pay part of the cost of developing the two test models of the SST. "We had a very constructive meeting with the airlines pertaining to financial participation," McKee said after the talks. "The airline representatives indicated general agreement with the concept of assisting with financing of the prototype development phase." Details will be worked out in the next week to ten days.

NOISE, NOISE, GO AWAY . . . "There is a tremendous amount of time, energy and funds now being expended in alleviating aircraft noise. There are preferential runways and noise abatement procedures in effect at major airports, but the problem has increased as the growth of traffic has increased. This is the first winter in which noise complaints persisted. Noise is no longer a seasonal matter." Deputy Administrator David Thomas, in summing up one of the major problems facing aviation today at a conference in Seattle on airport requirements for the 1970s, added that "Unless there is some improvement, aviation is running headlong into a massive confrontation with the public." He said he thought the number one requirement for airports of the 1970s should be an engine 15 to 20 perceived decibels quieter than today's engines. "It is obvious that new engines must be substantially quieter than today's engines if aviation is to make the growth predicted for it. We are certainly not thinking of today's noise level in terms of standards for future aircraft certification," he added.

STAFFING STANDARDS FOR FLIGHT SERVICE STATIONS . . . Along with Air Traffic Service, members of FAA headquarters and regional staffing validation teams have joined forces to develop uniform staffing standards for some 333 flight service stations scattered throughout the 50 States and the Caribbean. Following a plan developed by the headquarters team late last year, regional teams are now busy collecting data and conducting studies at selected stations from which work standards will be developed later this year.

OFF-AIRWAY NAVIGATION TEST PROGRAM UNDERWAY . . . More efficient use of the navigable airspace is the purpose of a joint FAA/Air Transport Association flight test program now in progress. Since mid-January, pilots from NAFEC and various airlines have been taking familiarization flights in an FAA Gulfstream equipped with Course Line Computer/Pictorial Display. This instrument is being tested to determine the operational utility of area coverage (as opposed to airway) navigation in the air traffic control environment. The familiarization flights will continue until the end of February. Joseph M. Del Balzo, RD, is project manager of this first phase of an extended operational examination to develop, with cooperating airlines, the full potential of area coverage navigation for en route and terminal area use.

STATISTICAL HANDBOOK PUBLISHED . . . The 1966 edition of the FAA Statistical Handbook of Aviation has just been published, showing record growth in nearly every phase of civil aviation. The handbook contains statistics on everything from airports to accidents and estimates of future trends. Data in the booklet represents activity through December 31, 1965.

GPO STOCK OF AIRCRAFT SPECS DEPLETED . . . The Superintendent of Documents advises that the Government Printing Office's supply of Aircraft Specifications has been depleted, and no further new subscriptions are being accepted. A new consolidated reprinting is expected to be available in May. In the meantime, every assistance should be given to the public to minimize any inconvenience this situation may cause.

ACADEMY COURSES CAN MERIT UNIVERSITY CREDIT . . . Certificates earned at the FAA Academy in the TACAN and RADAR courses may soon be good for college credits at the University of Alaska under a bachelor's degree program in electronics technology. The University's Board of Regents is expected to give formal approval for the new degree program later this year. Weber State College in Ogden, Utah, has already accepted the program. Recently Wayne J. Barlow of the Western Region enrolled in the degree program in Electronics Technology and was given 33 credits toward his bachelor's degree as a result of his work experience and FAA Academy training.

WEIGHT AND BALANCE COMPUTED AUTOMATICALLY . . . An electronic sensor which might automatically record weight and balance of certain large type aircraft was demonstrated recently to Washington Flight Standards personnel. The device measures deflections of axle bending and provides a readout of gross weight and center of gravity position. The system is being used in the Air Force on the C-130.

OPA LOCKA TOWER--WHERE THE ACTION IS . . . Controllers at Opa Locka tower really are a swinging group. How about this for a typical day's hourly general aviation operations: 9 to 10 a.m.--251...10 to 11 a.m.--205...11 to 12 noon--206...and in late afternoon they "drop off" to around 140 hourly operations! Daily they peak out at about 260 operations an hour.

MCKEE LOOKS TO FUTURE . . . "The basic and enduring goal of the Agency, which our goals reflect, is to do an effective job of determining the requirements of the Nation's air transportation system one to five years and longer into the future and then developing and carrying out the action plans necessary to meet those requirements," Administrator McKee said last week. Looking into the immediate future, he predicted a doubling of revenue passenger miles in the next five years, and said he expected the general aviation fleet to increase 50 per cent. "Translating this growth into workload on Agency facilities," McKee related, "we estimate that total operations handled by FAA towers will double, rising from 41.2 million in 1966 to 85.1 million in 1972. Instrument operations will increase from 11 million to 18.9 million. Total aircraft handled by the air route traffic control centers will increase from the 1966 level of 13.5 million to 22.4 million by 1972. Aircraft contacted by flight service stations will rise from 8.6 million to 13.1 million."

IS THERE AN ENGINEER IN THE HOUSE? . . . To be sure. The FAA has 2,800 of them, all slipstick equipped and loaded with down-to-earth solutions to high flying problems. Since National Engineer Week falls in February, FAA HORIZONS joins the rest of the nation in saluting this brainy bunch by running a close-up on 10 of them in their native habitat...Of all the loquacious ladies you've ever met, none could ever top Alice who can repeat 132 messages simultaneously for nearly 200 miles. Read all about her in " 'SCAT' is for Iron Birds," a tale of high adventure at the top of the world... "My Grammar Done Told Me" is all about Karis Ricketts in the Alaskan Region who is something of a reducing expert--she teaches executives how to trim the fat out of reports...Folks in Dallas know exactly how noisy (or quiet it is), as you'll find out in "SST Over Dallas"...If thinking big is your specialty, try "The Future Holds Something Big"--all about the jumbo jets and where the FAA figures...If the Eiffel Tower blossoms on, say, the May cover of FAA HORIZONS, don't be surprised. For the inside reason why, read "Spirit of the Individual." It's a report of a past adventure of 40 years ago and a forecast of what the FAA will be doing in Paris this May... "People in Focus" is all about people like you--interesting, energetic, ambitious, go-go and just fun people...All this and more you'll find in the February issue of your magazine--it's written for and about you and your role in the Agency--FAA HORIZONS, now being distributed. Get your personal copy and take it home for everyone to enjoy.

NEW COURT RULING ON HATCH ACT . . . A U. S. Court of Appeals has ruled that Government employees have the right to engage in certain types of partisan politics. The decision was made in a case involving an Oregon postal worker who was fired for alleged violations of the Hatch Act. The court stated that the employee's speaking at a meeting of the Democratic Party Central Committee "reflects no more than the public expression by appellant of an opinion on a political subject."

HOREFF JOINS NASA SEARCH FOR APOLLO FIRE . . . Thomas C. Horeff, Program Manager - Propulsion, in Aircraft Development Service, was chosen by the Agency, at the request of NASA, to participate in a board of inquiry set up by the space agency at Cape Kennedy to investigate the fire that caused the deaths of three of the country's astronauts. The board is looking into 19 specific areas that might provide clues to the fire in the Apollo spacecraft on January 27. The board, chaired by Dr. Floyd L. Thompson of NASA's Langley Research Center, is composed of Government and industry representatives who have broad scientific, technical and procedural experience. It is expected to remain in session for several weeks. Horeff, a graduate engineer, has done extensive work on jelled fuel, lightning research, and power plant safety, which includes searching for causes of fires.

SCALE MODEL DONATION . . . The Agency will donate a one-tenth scale model DC-3 to the National Air and Space Museum, Smithsonian Institution. The model, which was being used for antenna testing, was recently declared surplus to Agency needs.

AWARDS AND REWARDS . . . During the month of January 1966, Systems Research and Development Service awarded Quality Within Grade Increases to Robert S. North, Francis J. Meehan, Donald J. Hall, and M. Joseph Gatti; a Sustained Superior Performance Award to Emanuel M. Ballenzweig; and a Special Act Award to Helene V. Caton.

NO SHORTCUTS FOR HAIRCUTS . . . Beginning today, the access corridor to the barbershop from the second floor via the Executive Dining Room will be closed. This area is now needed for dining purposes. Stairwell "4" in the northeast section of the building provides access to the barbershop except from the first and second floors. Also, the outside entrance on the northeast corner of Seventh Street can be used.

WELCOME TO FAA! . . . Arthur S. Cagan, auditor, Office of Audit; Paul J. Burnette, supervisory librarian, Library Services Division, HQ; John M. Mobley, equipment specialist, Standards Division, AS; Ellen G. Money, secretary, Financial Management Staff, CA and James O. Chapman, electronic equipment repairer, Maintenance Division, CA.

TEMPERATURE DROPS ALMOST ONE DEGREE PER MILE . . . On February 9, it was three degrees below zero at Dulles International Airport. Twenty-six miles away at Washington National Airport, the temperature was 19 degrees above, a difference of 23 degrees in 26 miles. B-r-r-r-r!

THREE HQ'ERS CHANGE POSTS . . . If you dial a familiar number, but don't hear the usual voice in Headquarters Operations, here's the reason: On Monday, February 6, John Howerton became Acting Executive Officer, HQ-3, while William E. "Spud" Murphy was named Acting Chief, Offices Services Division, HQ-300, and filling in behind him William Bryan was selected as Acting Chief, Publishing and Graphics Division, HQ-400.

INTERCOM

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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FEB 21 1967

William F. McKee
Administrator

67-8 February 20, 1967

Technical Processing
Branch, HQ-610

DEPUTY ADMINISTRATOR VISITS EUROPE . . . David Thomas attended a British Board of Trade meeting in London last week and is currently touring facilities in Europe, the Azores Islands and Gander, Newfoundland. Accompanying the Deputy Administrator on his visit were George Moore, Joseph Blatt, Archie League, and John Weber.

AGENCY NOMINATES FOUR FOR RECOGNITION . . . FAA's candidate for this year's William A. Jump Meritorious Award for Distinguished Career Service in Public Administration is W. Wayne Wilson, supervisory contract specialist in Installation and Materiel Service, Washington. The award is given to an employee under 37 years of age as of December 31, 1966, who has demonstrated unusual competence and interest in public administration. Alexander B. Winick, chief of the Navigation-Development Division of Systems Research and Development Service, has been nominated for the Institute of Navigation's award for outstanding contributions to air navigation. Winick was recently cited by Administrator McKee for his exceptional knowledge and leadership in the field of navigation and for his role in resolving complex international navigation problems while serving as chairman of the U. S. Delegation to the International Civil Aviation Organization. Nominees for the President's Mid-Career Program in Systematic Analysis are Robert E. Waiblinger, airways engineer in the Minneapolis Area Office, and Vance L. Oakes, air carrier operations inspector at the Orlando, Fla., FIDO. If selected, they will receive a year's training at a selected university under the auspices of the National Institute of Public Affairs.

MISSION SAFETY-70 ANNIVERSARY CELEBRATED . . . The second anniversary of President Johnson's Mission SAFETY-70 program, designed to reduce Federal employee deaths and injuries 30 per cent by 1970, was commemorated last week. Labor Secretary Willard Wirtz presided over the program which included a safety suggestion award presentation and remarks by Civil Service Commission Chairman John Macy. FAA's participation in the safety program has produced a heartening decrease in accidents over the past two years.

FIELD DIRECTORS TO MEET . . . A field directors conference will be held at Washington headquarters February 27 through March 1. The theme of the conference will be "Systems Planning for the Future," and topics for discussion will include the new Department of Transportation, the Airports Program, the National Airspace System and field participation in planning for the future.

MAILING LIST PROBLEMS SOLVED . . . Do you want to get on a mailing list with the greatest of ease? Or get off one just as easily? Or ask for free literature or change your address on a current mailing list? If so, two simple postcard forms will do the trick. One is FAA Form 3567, Change of Mailing Address. The other is FAA Form 3567-1, Request. Both are available from the Aeronautical Center Depot (in Washington from the GSA Store). NOTE: Do not use these forms to get on or off official FAA distribution lists; they are for use only outside the Agency.

'QUEST FOR MANAGEMENT EXCELLENCE' . . . Kansas City Area Office facility chiefs held a conference in Kansas City, Mo., last week to explore new avenues in the theme of their program, "Quest for Management Excellence." They received some sage advice from new DOT Assistant Secretary Alan Dean and also, via telephone, from Associate Administrators Arvin Basnight and Robert Willey.

SECOND THOUGHTS ON THAT FILM . . . The "Progress in Air Traffic Control" film reported on in the February 6 INTERCOM, we're sorry to say, is in short supply. Anyone outside the Washington area wishing to borrow it can get a print from the Air Force Film Center, 8900 South Broadway, St. Louis, Mo., 63125. The number of the film is SFP and orders should be directed to the attention of Mr. Stewart, CFRD, Chief, Distribution and Control.

DOT JOB APPLICATIONS MOUNT . . . In response to Secretary Boyd's request, FAA referred over 1,000 applications of interested Agency employees to the DOT Interim Personnel Office. To date, that office has received more than 7,000 applications from all sources for approximately 200 positions to be filled in the Office of the Secretary. The sorting out, interviewing and making of final selections will take some time, possibly several months, before all positions are filled.

COMPTROLLER GENERAL APPROVES ACCOUNTING PRINCIPLES . . . Another important milestone in the Agency's Financial Management Improvement Program was reached on January 27, when the Comptroller General approved the principles, concepts, and standards for accounting adopted by FAA. These guidelines are published in Chapters 1 and 2 of Agency Handbook 2700.3.

CHANGE IN AIRMAN MEDICAL EXAM PROPOSED . . . A public hearing was held last week on a proposal to expand the medical exam for pilots with second class medical certificates to include electrocardiograms and other diagnostic tests that detect heart disease. Electrocardiograms are currently required only for pilots with first class medical certificates. The reason for the proposal, says the Office of Aviation Medicine, is that the CAB has found that undetected heart disease was a factor in the probable cause of several recent aircraft accidents.

TRANSATLANTIC CHARTER TRAFFIC UP . . . The CAB reports that transatlantic charter traffic during the first six months of 1966 was up 13.8 per cent over 1965. Charter flight travel last year amounted to 15 per cent of all transatlantic air passenger travel, with U. S. carriers increasing their share of the market from 31 to 42 per cent.

RECENT EXECUTIVE APPOINTMENTS . . . Recent selection for executive appointments within the Agency include the following: Clarence C. Steene, Chief, Airway Facilities Branch, Salt Lake City Area (Western Region); Merle W. Hunter, Chief, Flight Standards Branch, Miami (Southern Region); Abe A. Yeager, Chief, Airports Branch, Memphis Area (Southern Region); Victor W. Kowalczyk, Staff Assistant to the Director, Air Traffic Service (Washington); Richard M. Warfield, Chief, Data Analysis Branch, Executive Staff, Air Traffic Service (Washington); Harvey H. Van Wyen, Chief, Aircraft Performance Section, Engineering and Manufacturing Division, Flight Standards Service (Washington); Charles E. Chapman, Project Manager, Helicopter, Personal and STOL Aircraft, Flight Standards Service (Washington).

CSC PROPOSES APPEALS OVERHAUL . . . The legal division of the Civil Service Commission has proposed several changes in the appeals system designed to strengthen employee appeal rights. Proposed changes include: Abolishing agency appeals systems and having the employee go directly to a CSC hearing officer; putting the burden of proof on the agency to prove incompetence, rather than have the employee establish his competence as is now the case; and allowing the employee to appeal to the CSC's board of appeals and review if the agency did not accept the hearing officer's decision.

RULEMAKING SUMMARIZED . . . From February 6 to February 10, 1967, the Agency issued the following rules:

- o Amdt. 21-14, effective Feb. 6, 1967, removing the restriction on the issuance of export airworthiness approvals for new, small airplanes that are type certificated under Part 4a of the CARs;
- o Amdt. 91-37, effective April 16, 1967, clarifying the rules with respect to flight operations, under various weather conditions, in control zones in which two or more airfields are situated;
- o Amdts. 61-28 and 91-38, effective May 17, 1967, providing general rules for conducting glider towing without obtaining certificates of waiver.

In addition, an advance NPRM was issued advising that the Agency is considering rulemaking that would require altitude warning devices to be installed on all large aircraft, and small turbine-powered airplanes, operated in air commerce.

HELP PLEASE . . . The Agency is seeking applications for certain hard-to-fill vacancies. Have your interested friends and associates send their SF-57s directly to the Chief, Employment Branch of the jurisdiction where the vacancies are located: EA - one General Engineer, GS-11; AL - one Personnel Staffing Specialist, GS-5, and one Electronic Engineer, GS-9; WE - seven Aerospace Engineers, GS-12/13; NAFEC - one Aerospace Engineer, GS-12, and six Electronic Engineers, GS-11 through GS-13; AC - one Research Veterinarian, GS-12; Washington Headquarters - one Clinical Psychologist, GS-15, and one Operations Research Analyst, GS-15.

MOVING ABOUT . . . The Office of Information Services, formerly located in the Room 300W area, has moved to the ninth floor. A temporary entrance is through Room 908, near the west bank of elevators. Two segments of Flight Standards have also moved. The Engineering and Manufacturing Division, FS-100, moved from the eighth floor to the third, and the Regulations Staff, FS-40, moved from the ninth floor to the third. More moving business will be carried in future INTERCOMS.

FROM PROPS TO JETS IN 28 MINUTES . . . A 28-minute color film, "Wings At Work," will be featured at this week's lunch-time matinee on Tuesday, Thursday and Friday. There will be four showings each day beginning at 11:30 a.m. and ending at 1:30 p.m. The non-commercial film, produced by Lockheed Aircraft Corporation, is an interesting presentation on the aviation industry from its humble beginning to its prominent place in transportation today.

WELCOME TO FAA! . . . Miles L. Miller, position classification specialist, Personnel Operations Division, HQ; Walter W. Pitt, offset press operator, Publishing and Graphics Division, HQ; Lucille P. Zuber, secretary, Accounting Programs Division, MS; Linda C. Gray, clerk-typist, Personnel Operations Division, HQ; Donald L. Lester, linotype operator, Publishing and Graphics Division, HQ; Ronald A. Miller, electrician helper, Maintenance Division, CA; Margaret E. Wilson, personnel clerk, Personnel Operations Division, HQ; and Rose Mary Gorman, clerk-steno, International Programs and Policy Division, IA.

LARGER CAR POOLS ASKED . . . In order to accommodate our new neighbors in 800 Independence Avenue, and to still serve as many people as possible in the building garages, employees are asked to form at least four-man car pools as quickly as possible. Hopefully, four-man car pools, or larger, may serve all the needs. Headquarters Operations will review parking permits and will make necessary adjustments to assure that the greatest number of people enjoy the limited garage facilities. HQ, doing a tough job, thanks you for your personal understanding of the situation.

UCR EXTINGUISHES POSSIBLE HAZARD . . . William Huffman, Training Division, PT, reported that access to a garage escalator entrance was blocked when cars were parked too close to a walkway where a fire extinguisher was mounted. This condition could have caused injury or damage to people, cars, or the extinguisher. Huffman's Unsatisfactory Condition Report (UCR) resulted in the correction of this situation and illustrated his interest in safety. Here we see one man who reported a hazardous condition that had been observed by many others. How many times have you said that something should be done about this or that? Now you can do something about it with a UCR. Submit yours today.

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FEDERAL AVIATION AGENCY

FAA DOT

MAR 1 1967

Technical Processing
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William F. McLean
Administrator

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SECRETARY PREDICTS BIG FUTURE FOR VSTOLS . . . "A very rapid buildup in the design of commercial VSTOL craft of considerable importance in inter-urban short-haul transportation" is in store over the next few years, Secretary Boyd predicted last week in a speech before the National Press Club. He said that the first extensive use of VSTOL will be on legs of about 100 miles and later will serve much of the market on routes such as the New York to Washington. Boyd said the biggest problems in establishing a VSTOL system are noise and the establishment of heliports in accessible locations. However, he added, "I think both these problems can be resolved in a way tolerable to the public."

MAXWELL OUTLINES SST PROTOTYPE FINANCING PROPOSAL . . . Proposed financing arrangements for Phase III (the prototype construction and flight test phase) of the SST development program were outlined by program director Maj. Gen. J.C. Maxwell on February 15. Speaking before the American Marketing Association in Los Angeles, General Maxwell said the Boeing and General Electric companies will have a total of \$285 million invested in the SST program by the end of Phase III -- \$200 million by Boeing and \$85 million by G.E.

The airlines also have been asked to make a "substantial contribution" toward program financing, he noted, and their reaction has been generally favorable. "The risk money that may be provided by the airlines," he added, "would be used in lieu of appropriated funds -- that is, every dollar they put up would reduce the burden on the taxpayer by an equivalent amount." "The contribution of the manufacturers and what we expect from the airlines will total well over \$300 million," General Maxwell continued. "While this will not be enough to pay the cost of the prototype program . . . it will amount to over 25 per cent of the total cost."

General Maxwell also pointed out that the Government will recover its investment in the SST program on the sale of 300 aircraft. He noted that the market projection for the SST on the transoceanic routes alone is at least 500 aircraft by 1990.

ALTITUDE WARNING DEVICES PROPOSED . . . The Agency is proposing that special altitude warning devices be installed in all large planes and in small, turbine-powered aircraft. The devices, designed to alert pilots when they are nearing pre-selected altitudes or have deviated from their assigned altitudes, would be a valuable back-up for pilots making high speed descents to airports, especially in deteriorating or poor weather conditions.

FULL AGENDA ON COLLISION AVOIDANCE . . . A comprehensive view of the factors bearing on prevention of airborne collisions was presented at the National Air Meeting on Collision Avoidance last week in Dayton, Ohio. The meeting, sponsored by the Institute of Navigation with participation of The Flight Safety Foundation, featured Deputy Administrator David Thomas as its Thursday night banquet speaker. Thomas spoke on "Air Traffic Control and Factors Affecting Collision Potential." Robert M. Buck of Systems Research and Development Service chaired a session at which aviation association groups presented position papers. Also on the program were Jack Brennan, RD, John Szymkowicz, FS, and Richard van Saun, NAFEC, who presented FAA's views on Collision Avoidance Systems, Altimetry, and Pilot Warning Systems, respectively.

TEST TO BE MADE ON ADEQUACY OF NAVAIDS FOR SST . . . A joint FAA-Air Force program to determine whether existing navigational aids, radio communications and air traffic control radar are reliable and accurate enough for supersonic flight will be undertaken this summer. Data will be taken simultaneously from an Air Force U-2 high altitude research aircraft equipped with special instruments and an FAA C-135 jet equipped with flight inspection instruments. Approximately 100 transcontinental flights are planned for the joint project.

NATIONAL RED CROSS MONTH . . . President Johnson, Honorary Chairman of the American National Red Cross, has designated March as Red Cross Month. About half of the 3,350 Red Cross chapters participate annually in the Combined Federal Campaign, but the balance conduct independent March campaigns. All chapters use the month of March for educational campaigns to inform the public and recruit blood donors and volunteers. The President has urged that all civilian employees of the Federal Government and members of the Armed Forces support the Red Cross to the fullest extent possible consistent with the local situation.

RULE-MAKING SUMMARIZED . . . During the week of February 15-21, the Agency issued Amendment 37-12, effective March 24, 1967, adopting TSO-C1b, "Cargo and baggage compartment smoke detection equipment" (revising former TSO-C1a, "Smoke Detectors"). The Agency also issued two notices proposing to revise rule on HF radio communication equipment on air carrier aircraft between the 1.5-30 mg range: notice 67.3 proposes changes in TSO-C32b (receiving equipment) and 67-4 affects TSO-C31b (transmitting equipment.) Comments on both are due before 5/23/67.

*Notice 67-5 proposes to prescribe the flight instructors responsibilities and limitations with respect to student pilot logbook endorsements. (Comments due before 4/24/67.)

*Advance Notice 67-6 proposes to increase the data parameters for flight recorders in large turbine-powered airplanes operated under Part 121. Comments are due before 5/26/67.

RERUN OF HISTORY . . . The Paris Air Show at Le Bourget Airport, which will run from May 26 to June 4, will have its share of exotic aircraft but none will match the glamor of a 40-year-old plane that an obscure California designer named Ryan cobbled together in 60 days for an even more unknown flyer named Lindbergh. Frank Tallman, storied American pilot, flying stuntman and aviation historian, has under construction an exact replica (he's using the original drawings) of the "Spirit of St. Louis" which will be exhibited as part of the U. S. Pavilion at the show. The aircraft will be dismantled and flown to France inside an Air Force jet transport, making the trans-Atlantic flight in considerably less time than the 33 hours, 30 minutes and 29.8 seconds "Lucky Lindy" required. The plan is to reassemble the craft at a nearby field and fly it over Le Bourget to commemorate the historic flight of Charles Lindbergh on May 21, 1927. The FAA, one of five U. S. agencies to participate, will occupy space in the U. S. Pavilion. In all, 58 U. S. aviation firms will display their wares at the Paris show. Coordinating the FAA participation is Chester C. Spurgeon, Office of International Aviation Affairs.

USER GROUPS DISCUSS FSS NEEDS . . . Representatives of aviation user groups and the Department of Defense met informally with Agency officials on February 17 to discuss the services now provided by FAA's network of flight service stations, and to explore possible needs for improvement. An industry/FAA/DOD working group to be chaired by Albert Ridenour, assistant chief, ATC System Requirements Division, will begin a series of meetings this week to discuss ways and means to convert today's FSS system into one which will handle the needs of tomorrow's air traffic.

PRINCETON MID-CAREER PROGRAM NOMINEE . . . Louis J. Cardinali Jr., Assistant New York Area Manager, is the Agency nominee for the Princeton University Educational Program for Federal Officials at Mid-Career. The program concentrates on deepening the understanding of the public servant, on broadening his horizons beyond his specialty and his agency, on increasing his capacity to analyze problems and communicate the results. Final selection of participants by Princeton will be announced by April 15.

CHICAGO, NO ERROR CENTER, HONORED . . . The Chicago ARTCC received an engraved plaque this month for attaining 500,000 operations in 150 days without a systems error. This record (established up to February 13) has been exceeded since they had no systems errors up to February 23 with 533,039 operations in 159 days and they're still going. Daniel E. Barrow, Central Region Deputy Director, in making the special award, said, "In these modern days of complex air traffic control, it is amazing that some 463 controllers have performed so accurately over so long a period of time with such a volume of traffic." A large part of the success of the Chicago Center is attributed to a "Zero Error" program which was put into operation in the Central Region this year. Designed to encourage participation by everyone in an effort to reduce errors to an absolute minimum, the program was under the direction of Ollia Hasseck.

CAR POOL LOCATOR DOING BOOMING BUSINESS . . . The handy-dandy map in the "A" level escalator lobby is enjoying new popularity since the word has gotten around that 4-man pools will stand a better chance of retaining basement parking permits. The board features a map of the entire commuting area mounted on a peg board. People who want to form a car pool stick a golf-tee in the map at the point where they live so others from the same area can tell at a glance what the prospects are and how to locate the interested parties. Complete instructions for the board's use are posted there.

NYC TRAINING PROGRAM BEGINS . . . A new training program for Neighborhood Youth Corps (NYC) enrollees has been developed by Agency headquarters. The program, which may well become a successful prototype for adoption by other Federal agencies, is the leading step in a concerted effort by metropolitan Federal agencies to provide young men and women with training which will significantly increase their employability. The stress of the program is communicative skills--speech therapy and correction, grammar, abstract reasoning, spelling, vocabulary, expression, job related training and remedial reading. The training sessions are conducted by graduate students of George Washington and Howard Universities. The program began on Tuesday, February 21, and is scheduled to run 14-16 weeks, three days per week, two hours per day. The working force behind this program included Leo F. Powell, NYC coordinator, HQ-100; Phyllis Burbank, employee development specialist, HQ-130; and two of the Agency's management interns, Sherry McKean and Clare Whitbeck.

NEW MID-DAY MOVIE ON . . . "The Daily Enemy," a 14-minute color film on security matters, is the latest noon movie being shown in the auditorium. It will be shown between 11:30 and 1:30 on Tuesday, February 28 and Wednesday and Thursday, March 1 and 2.

AWARDS AND REWARDS . . . In Airports Service, Special Act Awards were presented to Fred H. Jaeger, Henry A. Rich, Robert C. Heterick, Harvey T. Dove, Angela Ferrari, Alice L. Openshaw, Donna M. Johnstone, Constance E. Douglas, and Johh E. Riley; Quality Within Grade Increases were presented to Daniel P. Maxfield, Edwin W. Harn, and Brian J. Vincent. In Installation and Materiel Service Sustained Superior Performance Awards went to Harry L. Smith and Florence Kemerer; and Quality Within Grade Increases went to Dan Alperin, Glenn E. Halbert and John P. Grisez.

PARKING, PUDDLES, PAPERS AND PEOPLE . . . People who are privileged to park in the headquarters garages should make an effort to keep the areas clean. There are plenty of trash receptacles for papers and other litter. Puddle-jumping at the end of a hard day's work can be prevented if snow and ice are removed from cars before parking in the garage. Everybody's cooperation is needed. Also, the parking contractor is not responsible for the loss of valuables left in cars parked in the building.

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William F. McKee

MAR 7 1967

Administrator

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MCKEE STRESSES FUTURE NEEDS TO FIELD DIRECTORS-810. Administrator McKee, in opening the Field Directors meeting in Washington last week, impressed upon them the need to plan for the future. "Your advice will be most important," he said. "You're on the firing line and know what can be done and what should be done." He predicted that aviation will grow dramatically in the next ten years, and this growth will increase the problems proportionately. He said that flying hours will double, tower operations will triple, and that general aviation will increase to 180,000 aircraft.

General McKee warned the Directors that today's airports will be unable to handle this increase without extensive modifications and that financing the modifications presents a major problem. He urged the Directors to submit suggestions to him on how the problem might be met.

In another problem area, the Administrator predicted that aircraft and airport noise would receive more attention from the Congress this session. "People are going to demand that action be taken to solve the noise problem. If it isn't solved, the growth of air commerce in this country will be strangled," McKee said.

McKee noted the importance of proper procurement activities and said the Field Directors should take a "keen, active and personal interest" in procurement activities. He said that it is incumbent on the Directors to be sure that procurement activities are implemented correctly.

The Administrator also pointed out that greater emphasis must be placed upon systematic planning of future manpower and skills requirements if we expect to have available the kinds of skills and the level of skills necessary to effectively carry out our mission during this era of rapid change. He stressed the importance of carrying out our "people" planning efforts concurrently with other planning activities.

But most important of all, the Administrator said, is the need for all FAA employees to exercise courtesy and promptness in their dealings with the public. "Our philosophy," he said, "should be that our number one policy is service to the public." He added that the Directors should "stress the importance of this philosophy as you move about your Regions talking to your people."

SPIEKERMAN DETAILED TO DOT . . . Ernest Spiekerman, Director of Management Services, has been detailed to the Department of Transportation as Director of Management Systems. Seymour Blum has been named Acting Director of Management Services and J. Meisel has been named Acting Deputy Director in the Agency.

DOT BECOMES OPERATIONAL APRIL 1 . . . On April 1, FAA will officially become the Federal Aviation Administration. As of that date, the Department of Transportation will come into being as the twelfth executive Department of the Government. The operational machinery is presently being set up and expectations are that the new Department will be ready to move smoothly into action. On Monday, March 27, new letterhead stationery reflecting the change to Administration will be available through normal supply channels. As there will be later changes made in the stationery, it is advisable not to draw more than a four-week supply. Use old letterheads for rough drafts, scratch paper, etc. Present supplies of envelopes and memorandums will continue to be used until the supply is exhausted. Any future changes will be reported as they occur. Continue to use "FAA" as a short term, and "agency" (small "a") to mean the total organization--but use "Administration" (Capital "A") only while part of full name--never use small "a". Do not reissue directives or other printed matter solely to make this change, but wait until there is further need for reissuance.

NEW FLIGHT RECORDERS PROPOSED FOR LARGE PLANES . . . Flight recorders that register as many as 25 different operational checkpoints are being considered for large turbine-powered planes. Recorders are an invaluable source of clues to the causes of air crashes. Those now in use must be able to record only data on time, heading, altitude, vertical acceleration and airspeed. The proposed recorders would also register the aircraft's attitude, response to aerodynamic forces, control and control surface positions and performance of each engine. The recorders were recommended by the CAB, and FAA sees them also as a maintenance tool to monitor in-flight performance of airplane power plants and systems.

BUMPER CROP OF CERTIFICATES ISSUED IN '66 . . . Certificates for both original ratings and additional ratings issued during calendar year 1966 totalled 238,154--a 32 per cent increase over the previous year. Airline transport certificates showed the biggest gain with a 36 per cent jump--from 5,195 to 7,084--but similar gains were shown in all categories with total issuances of pilot certificates up 32 per cent--from 162,638 to 215,165. Non-pilot categories (mechanics, parachute riggers, etc.) increased from 13,265 to 17,334. Certificates issued in other categories during 1966 were: flight instructors, 5,655; private pilot certificates, 48,112; and student pilots, 129,180.

FLYING LAB MAKES NORTHERN TEST FLIGHT . . . An FAA DC-6B test aircraft is collecting data on the northern phase of a current long-range navigation flight program to study the effectiveness of OMEGA, the U. S. Navy Very Low Frequency (VLF) worldwide radio navaid system. The flight test crew of Navy/FAA personnel flew from NAFEC on February 14 to Bedford, Mass., originating point for data collection. The flight itinerary includes Halifax, Chicago, Seattle, Juneau and Fairbanks, before returning to NAFEC last weekend. The same aircraft made a similar flight through the Central/South American area during January. Earlier trips collected data on similar routes but during opposite seasons of the year to provide information on VLF radio propagation under daytime and seasonal variations.

MIND THE METER MAIDS . . . People who drive Government-owned autos on Government business will have to ante up parking meter fees, according to a recent decision of the Comptroller General, but they can get reimbursed.

SYSTEMS APPROACH--AN OLD/NEW CONCEPT . . . Field directors in Washington for their regular meeting last week were urged to utilize the Systems Approach which is an old concept--with a new name--for good management. It emphasizes the use of a systematic method of decision-making oriented toward established objectives. The main ingredient is maintenance of clear communication channels, upward, downward, and laterally to permit a clear picture of all possible alternatives for the executive making the final decision.

NEW MITTS COURSE AVAILABLE . . . A new workshop program is now available from the FAA Academy. Intended primarily for Agency personnel who are presently in supervisory positions or those preparing to be supervisors, it is designed to develop leadership and management skills by providing background knowledge on morale and motivation attitudes and behavior. Various management approaches are discussed, such as command persuasion and motivation. The first phase of the two-phase course, the Directed Study portion, is identified as Directed Study Course DMH-61. Enrollment must be made through supervisory channels to the appropriate training officer.

RULE-MAKING SUMMARIZED . . . During the week of February 22-28, the Agency issued the following rules:

- o Amdts. 1-11, 21-15, 33-3, and 35-2, effective April 3, 1967, adding miscellaneous powerplant design requirements for aircraft engines and propellers, and withdrawing the proposed rotorcraft airworthiness standards contained in Notice 66-3.
- o Amdt. 121-25, effective February 28, 1967, extending to September 1, 1967, the date for compliance with 121-340, "Emergency Flotation Means."

CONSUMER REPORT ISSUED . . . "Consumer Issues '66," an important new report concerning matters of interest to all consumers, has been issued by the President's Consumer Advisory Council. The report, which is divided into two parts, discusses the quality of consumer information, consumer education, standards, credit, and representation of consumer interests in Government, plus providing surveys of four major industries--Household Maintenance and Repair; Automobiles; Health Services; and Textiles. Copies have been provided for distribution throughout the Agency.

ARLINGTON CEMETERY BURIAL RESTRICTIONS CLARIFIED . . . The recent Defense Department announcement to limit future burials at Arlington National Cemetery does not affect the right of veterans and members of their families to be buried at other national cemeteries. Future burials in this particular cemetery will be limited to active duty personnel; former servicemen who are on a service retired list and eligible to receive compensation; Medal of Honor winners; and certain veterans who held high positions in the Federal Government. The wives, husbands, and minor children of the foregoing group are also entitled to burial at Arlington. There are only 6,437 grave sites remaining at Arlington and the annual rate of burial there has reached 7,000. With the new restrictions, the remaining grave sites will last about three years and during that time the cemetery will be expanded.

SECRETARY BOYD GETTING SETTLED . . . Things are moving along right on schedule to get space, furniture and equipment for Secretary of Transportation Alan Boyd and the 300 or so people planned for the Office of the Secretary on the eighth floor of FOB 10A. Recognizing that DOT personnel will be added gradually over a period of time, space and furniture needs are being scheduled in advance in the interest of economy and efficiency. Working on a budget ordered by Secretary Boyd, planners have kept estimated costs for permanent construction for the suites of the Secretary, Under Secretary, and staff personnel and for conference rooms below \$200,000. Planning has taken advantage of many cost-saving ideas, including the use of movable partitions on other portions of the eighth floor. The space includes a conference room and a place to sleep, coupled with a small eating area and kitchen, for day and night use in case of a national emergency.

IN CASE YOU'VE BEEN WONDERING . . . That empty space across from Headquarters on the north side, now barren after the removal of one of the last of the graceful WW II "Tempos" which added such charm to the Mall, will eventually be filled by the National Air and Space Museum. Construction of the four-story, \$40 million structure is expected to start in the late fall, with completion early in 1970. The building will occupy the plot bounded by Independence Avenue and Jefferson Drive, and 3rd and 7th Streets. Tall enough to accommodate the missiles now stored outside the Arts and Industries building, the structure will have floor space sufficient to allow for the first time a comprehensive display of the aeronautical collection. At present, only five per cent of it has been shown. Permanent centerpiece will be the Wright Brother's "Kitty Hawk," first powered, heavier-than-air craft to fly. The plane will be displayed at ground level (it now hangs from the ceiling), affording visitors their first real close-up view since it was returned to the U. S. from England in 1948 after an absence of 20 years. The building is designed to accommodate 50,000 visitors a day. Two architects' models, in different scale, are on view in the north-east gallery of the Arts and Industries building.

JUDGE OR BE JUDGED . . . The Smithsonian Institution will sponsor a "Kite Karnival" on Saturday, March 25, on the Washington Monument grounds. Judges are needed for the contest and anyone interested should contact Paul Garber at the Smithsonian on code 144x5793. If you don't consider yourself a judge, you or your child/children may want to enter the contest. There are six categories--age 10 and under, 11-13, 14-16, 17-20, 21 and above, and adult/child teams. Entries will be judged on the basis of structure, craftsmanship, decoration, and performance. In preparation for the contest, there will be a kite lecture on March 11 and a kite workshop on March 18--both at 1:00 p.m. at the Smithsonian Natural History auditorium.

NEARBY BUILDING TO HOUSE DOT IN PART . . . The building now nearing completion at 6th and D Streets, S.W., will be the home of certain elements of the new Department of Transportation--the Highway Administration, the Railway Administration and some of the activities of the Office of the Secretary. Space for 800 positions has been earmarked in the five-floor structure.

INTERCOM

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

FAA Library

William F. McKee

MAR 15 1967

Administrator

67-11 March 13, 1967

Technical Processing

MCKEE REPORTS TO CONGRESSIONAL COMMITTEE . . . ~~NO-610~~

Administrator McKee appeared before the House Committee on Interstate and Foreign Commerce last week to report on Agency programs and problems. The growth of FAA, he said, has leveled off in the last five or six years and appropriations have remained in the area of \$700 to \$750 million during that time. "Thus in a period characterized by rapidly expanding technology and phenomenal growth," he said, "the FAA, with the cooperation of the aviation industry, is doing more with fewer resources through the use of modern techniques." The most important problem areas, he said, are in the areas of "improved safety, the abatement of aircraft noise, the management of the navigable airspace, the development of...airports...the development of a civil supersonic transport."

KULLMAN NOMINATED TO BECOME BRIGADIER . . .

President Johnson has nominated Alaskan Region Deputy Director Colonel John R. Kullman for promotion to Brigadier General. The career Air Force officer, a West Point graduate, was Commander of the 4780th Air Defense Wing at Perrin AFB, Texas, before being assigned to FAA last summer. Kullman's nomination has been sent to the Senate for confirmation.

SUGGESTIONS FOR SAVINGS SOUGHT . . .

All elements of the FAA are encouraged to identify and bring to the attention of the Director of Management Services potential opportunities for savings made possible by the creation of the Department of Transportation. FAA Notice N 1300.14, 2/28/67, outlines the procedures FAA will use to cooperate with a DOT Savings Task Group which has the mission to identify hard, defensible economies for early accomplishment and to suggest areas for future analysis. The Notice follows a memorandum addressed to Administrator McKee by Secretary Boyd which said: "The organization of the Department will entail many problems and will be a matter of first priority. At the same time, the Department will be expected to show some accomplishments beginning shortly after its activation.... If the Department is to receive sympathetic consideration in its appropriation requests for Fiscal 1968, it will be necessary to indicate areas where savings can be accomplished as well as requirements for additional funds and personnel. I would, therefore, appreciate your statements of savings that can be accomplished in terms of personnel or programs, either by elimination or consolidation."

PROMOTIONS AND REASSIGNMENTS . . . The following personnel changes have been made under the ESIS: Theodore D. Pimper, Chief, Security Division, Office of Compliance and Security (Washington); Bernard Meyers, Chief, Air Transport Branch, Office of International Aviation Affairs (OIAA--Washington); Robert S. North, Chief, International Branch, Systems Research and Development Service (Washington); Henry V. Hermansen, Chief Test and Evaluation Division, NAFEC; Harvey L. Hansberry, Chief, Aircraft Branch, Test and Evaluation Division, NAFEC; William H. Koch, Chief, Air Traffic Control Systems Branch, Test and Evaluation Division, NAFEC; Carlo Yulo, Chief, Communications Branch, Test and Evaluation Division, NAFEC; Loring G. Craymer, Chief, Guidance Branch, Test and Evaluation Division, NAFEC; Wilbur H. Stout, Chief, Quality Standards Branch, Engineering and Manufacturing Division, Flight Standards Service (Washington); John Minchik, Technical Assistance Division, OIAA, Amman, Jordan; Silas Little, Technical Assistance Division, OIAA, Bangkok, Thailand; Charles L. Jones, Technical Assistance Division, OIAA, Amman, Jordan; William M. Howe, Chief, Airway Facilities Engineering Branch, Southwest Region; and Wayne H. Goff, Chief, Planning Standards Branch, Southwest Region.

DISCUSS USE OF SATELLITES FOR ATC . . . Delegates from the United Kingdom, France, and Canada met with their FAA counterparts last week in Washington for the third informal meeting of the joint international Satellite Working Group. Joseph D. Blatt, Associate Administrator for Development, hosted the four-day session which discussed the use of satellites for air traffic control. Raymond E. Spence, RD, led the FAA group and served as program chairman.

HEARINGS HELD ON SOCIAL SECURITY . . . Hearings are underway in the House Ways and Means Committee on President Johnson's proposals to liberalize Social Security so as to guarantee Government employees with at least 18 months service, and the members of their families, survivorship and pension benefits equal to those offered by the Social Security system. Administration officials say this proposal will in no way affect the civil service retirement plan which will retain its independence. The proposals are designed, officials say, to assure family survivorship benefits and protection for the families of Government employees equal to social security minimums.

WORKING FOR FAA EARNS HIGH SCHOOL CREDITS . . . The Seattle Area has developed a unique training program that gives one credit per semester toward graduation to high school students who complete twelve ten-hour work-weeks. The FAA-sponsored program has been sanctioned by the Seattle public schools and the Western Region plans to extend it throughout its areas.

CENTER X-RAYS AGENCY DC-6 . . . As a result of the recent in-flight loss of a portion of a fuselage on a DC-6, the Aeronautical Center is conducting a study to determine the best procedure for X-raying this type of aircraft for possible fatigue evidence. Decisions on the aircraft will depend on findings of the group and the team investigating the actual airliner involved in the mishap. At present, all commercial DC-6 and DC-7 type aircraft are limited by an Agency Airworthiness Directive to flight below 10,000 feet until the cause has been determined and a remedy proposed.

OOPS! HASEK NAME GOOFED . . . INTERCOM 67-9 reported the success of the Chicago ARTC Center systems error program, and told about the Central Region's Zero Error effort that is directed by O. M. "Ollie" Hasek, former St. Louis Center Chief and now in Central Region headquarters. We really booted the spelling of Ollie's name in our report. Sorry about that, chief!

RETURN RIGHTS REQUESTS CLARIFIED . . . Employees who have Return Rights to a region should apply to that particular region and not to an area office in the region. Employees who contact area offices directly only delay the processing of their actions.

RULEMAKING SUMMARIZED . . . During the week of March 1-8, the Agency issued the following notices:

- Notice 67-1A supplementing Notice 67-1, "New Basic Pilot Certificates, Private and Commercial Pilot Training and Experience Requirements, and Instrument Ratings" (comments due before April 14, 1967).
- Notice 67-7 proposing to eliminate the requirement that the FAA must find any structure exceeding the applicable Part 77 obstruction standards and located in an airport runway clear zone or the portion of a primary surface extending beyond the end of a runway to be a hazard to air navigation, regardless of mitigating factors (comments due before April 24, 1967).

MORE SUPERGRADES REQUESTED . . . Congress was asked last week to approve 245 additional grade 16, 17 and 18 jobs in the Federal Civil Service. Seventy-five of the \$20,075 to \$25,890 jobs would be earmarked for the Department of Transportation.

FAA EMPLOYMENT NEEDS FORECAST . . . Predicted attrition will require FAA to hire more than 23,000 new people during the next five and one-half years. Associate Administrator for Personnel and Training Robert H. Willey reported these figures during the recent conference of region and center directors. Attrition over the past six years has averaged 9.6 per cent. This rate would indicate that FAA would lose 23,200 employees through 1972 to retirements, deaths, resignations, transfers, etc. Actual losses will probably run higher, he said, due to such factors as our gradually aging workforce, increased competition from industry and other Federal agencies, the continuing need for retraining for more complex jobs, and the requirement for a mobile workforce which reassigns people across career lines. Similar figures relating to the entire Federal Civil Service were revealed before Congress last week by newly reappointed Civil Service Commissioner Robert E. Hampton. Hampton revealed that the turnover in Federal jobs has leaped from 16 to 24 per cent during the past year. This means Federal agencies must hire about 700,000 new employees this year merely to maintain the 2.8 million man staff.

Employee suggestions are the results of your Imagination, Innovation, and Ideas, the three "I's."

UNDERGROUND WITH INTERCOM . . . That's going to be some tunnel they're building under 9th Street from Constitution Avenue to the Southwest Freeway. For one thing, 1,600 feet of its mile-length will be underground--from Madison Drive to C Street, S.W. It will accommodate three lanes of traffic, all of it southbound (to complement the northbound 12th Street artery), the roadway will be 40-feet from curb-to-curb with a 14-foot, 6-inch overhead clearance. A bus bay, accessible from the Forrestal Building, will provide rapid public transportation to Virginia. The freeway will fork into two roads, one ramp overpassing the Southwest Freeway to carry traffic to Virginia, the other curving to join the Southwest Freeway on a northbound tangent to carry traffic to Baltimore and points in between. Unique in the tunnel will be closed circuit TV cameras, monitored in the District Building, to give instant notice of accidents, fire or changes in traffic flow which would require emergency equipment or traffic police.

X-RAY ON WHEELS . . . The Mobile Chest X-ray unit will be located at 9th and Independence Monday through Friday, March 27-31. On Monday, the unit will be in operation between 10 and 11 a.m. and 11:30 a.m. to 5 p.m.; Tuesday through Friday, the hours will be 8:30 to 11:00 a.m. and 11:30 to 5 p.m. Employees who have an annual physical examination in the Washington Medical Clinic are advised not to have this chest X-ray. All other employees are invited to take advantage of this opportunity.

BUSINESS BOOMS AT THE CREDIT UNION . . . The Civil Aeronautics Federal Credit Union reports that in 1966 it had 4,885 accounts. During that year, 2,975 loans were made amounting to \$2,841,501. Shares owned in the Credit Union amounted to \$3,249,019.61. The Credit Union offers many types of loans at low interest rates. It also provides loan protection and life savings insurance at no additional cost to its members. Copies of the 1966 annual report are available in the Credit Union on the 5th floor.

WNA, DIA MAY OPERATE UNDER CORPORATION . . . The Administrator told the House Committee on Interstate and Foreign Commerce last week that a bill was being prepared to create a Government corporation to take over the operation of Washington National and Dulles International airports which are presently the responsibility of the Bureau of National Capital Airports. McKee said it is felt that a corporation would permit a more efficient and flexible operation to better serve the needs of the public and the carriers served by the airports.

PREPARING CORRESPONDENCE FOR DOT? . . . A handy "how-to-do-it" guide to preparing DOT letters, memos, etc., has been issued. It's FAA Order 1360.4 and DOT Order 1320.1 titled "Interim Instructions for Preparation of Correspondence for the Office of the Secretary of Transportation."

WELCOME TO FAA! . . . John Monchak, Data Systems Division, MS; Dorothy J. Poehlman, Library Services Division, HQ; Kenneth Tapscott, Office Services Division, HQ; Barbara A. Will, ATC Development Division, RD; Linda A. Basile, Personnel Operations Division, HQ; and Chris Peratino, Operational Audit Division, AU.

INTERCOM

FEDERAL AVIATION AGENCY

William F. McLe
Administrator

67-12 March 20, 1967

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DEPUTY ADMINISTRATOR WINS SECOND AWARD IN FIVE MONTHS . . . David D. Thomas

has been chosen as one of the 1967 recipients of the coveted Career Service Award presented by the National Civil Service League. Ten awards are presented annually which are designed to enhance the prestige of public service by recognizing outstanding performance. The League is a nonpartisan citizens' organization founded in 1881 to promote efficiency in Government. The awards will be presented at an April 21 banquet at the Sheraton Park Hotel in Washington, D. C. Ticket information for the banquet will be carried in forthcoming issues of INTERCOM. Last October the Deputy Administrator was chosen as one of five 1966 winners of Rockefeller Public Service Awards for Outstanding Achievement in the Federal Career Service.

GOODRICH, WILLEY NOMINATED FOR AWARDS . . . Nathaniel Goodrich, the Agency's General Counsel, has been nominated for the Justice Tom C. Clark Award presented annually by the Federal Bar Association. Goodrich, who has been in civil service for 15 years, was appointed to his present position in 1962 after having served as Deputy General Counsel of the Department of Defense. Robert Willey, Associate Administrator for Personnel and Training, has been nominated for the Warner W. Stockberger Achievement Award given annually by the Society for Personnel Administration for outstanding contributions toward improvement of public personnel management. Willey was appointed to his present position in 1961 after having served as Administrative Assistant to the Secretary of the Army.

CHANGE TO ADMINISTRATION WILL AFFECT NO ONE . . . When FAA becomes the Federal Aviation Administration on April 1, everyone will carry on as usual. The change is simply an administrative procedure and no action is required of individual employees. Each employee will receive a statement noting the change from "Agency" to "Administration" and the effective date. A copy will be put in each personnel folder.

REDUCED WITHHOLDINGS NOW POSSIBLE . . . Internal Revenue Service has established new procedures whereby individuals who have large itemized deductions on their income tax returns may, if they qualify, increase the number of exemptions claimed and reduce the amount regularly withheld from paychecks. If you itemized your deductions and claimed a refund for 1966, you may qualify. See N 2730.7 for complete details.

THIS SYSTEM IS FOR THE BIRDS . . . FAA has published a System Requirement, FAAR 5210.1, 2/15/67) which outlines Agency actions to reduce damage to aircraft caused by bird strikes. The system is based on these criteria: (a) to determine bird migration routes and wintering areas, develop corrective and preventive measures, and devices for the increased protection of aircraft from in-flight strikes which result in structural and engine damage; (b) to resume bird habitat and migration studies and make reports following studies on corrective and preventive measures to reduce bird hazards to aircraft on and near civil airports.

THE 'HUMPS' CONVENE AGAIN . . . The 22nd annual reunion of the Hump Pilots Association will have its annual meeting August 25-27 at Stouffer's Louisville Inn in Louisville, Ky. For reservations contact Dr. William C. Jackson, secretary, 917 Pine Blvd., Poplar Bluff, Mo. This unique association is made up of pilots who flew over the Himalayas in the China-Burma-India Theatre during World War II. R. V. Reynolds, Assistant Administrator for General Aviation Affairs, is president.

FAUSST V PARTICIPANTS VISIT SST SIMULATION . . . Twelve French and United Kingdom representatives to the FAUSST (French-Anglo-U. S. Supersonic Transport) meeting visited ATC/SST simulation facilities at NAFEC and Langley Research Center on March 6 and 7. At Langley the visitors observed the SST simulator in operation and were briefed on related SST efforts such as metallurgical studies and the wind tunnel. At NAFEC they witnessed simulated SST operations in the ATC system of the 1970 era.

STRICKLER GETS TROPHY; O'NEIL PROMOTED . . . Dr. Mervin K. Strickler Jr., former special assistant for aviation education, has been named winner of the National Aeronautic Association's 1966 Frank G. Brewer Trophy. The trophy is awarded annually for outstanding contributions to aerospace education of the nation's youth. Dr. Strickler is presently on the staff of Senator Lee Metcalf as an FAA Congressional Fellow. Robert F. O'Neil, a 25-year career employee, has been selected to fill the position of special assistant for aviation education. O'Neil was formerly with Air Traffic Service and Management Services.

AIR CARRIER STATISTICS AVAILABLE . . . Current trends indicate that the number of passengers will far exceed the 100 million mark by the end of Fiscal Year 1967, according to the new edition of "Airport Activity Statistics of the Certificated Route Air Carriers." Other data, covering Fiscal Year 1966, show that passenger enplanements increased 21 per cent, from 81.8 million in 1965 to 98.9 million during FY 1966; departures totaled 3.8 million, 10 per cent above the previous year's 3.5 per cent; mail and cargo carried went up 25 and 27 per cent, respectively, with the airlines carrying 337,488.2 tons of mail and 1,214,158.4 tons of cargo. Copies of the booklet will be available for distribution this week.

TALK ABOUT TALK . . . That's what the March issue of HORIZONS is all about; communications in the FAA in all its various forms--face-to-face or across thousands of miles by long lines or radio waves, by teletype-writer or movies, by formal letters, circulars, directives, regulations, by INTERCOM and by HORIZONS. They all add up to a more efficient, cohesive Agency working for increased air safety. In its "Easier Down Hill" you'll find out what the top brass in Washington Headquarters does every Monday afternoon at 1:30. It'll surprise you, and please you, because they are thinking and talking about you. Who wrote what, what's its title and where to find a copy is no problem to FAA librarians as you'll find out in "How to Cope With the Information Explosion." If you've ever felt a growing numbness between the ears after slogging through a thick morass of "Governmentese," don't despair. Help is on the way, but you've got to do your part. What the FAA is doing about verdant growth of "herewiths," "aforementioned," "inasmuch," "state of the arts" and "finalizations" is told in "Blocks in Human Communications." Other FAA employee stories are "How Not to be Buried Alive," "A New Idea About Ideas" and "Propaganda of the Deed." All the other standbys are there too--"People in Focus," "After Hours" and news about you and your co-workers in the FAA. The March HORIZONS should be on your desk this week. Pick up a copy and take it home to read at your leisure. Your family will enjoy it, too.

FAAP REQUESTS OPEN . . . The deadline for requests for aid under the Federal-aid Airport Program (FAAP) is April 26.

CALLING ALASKA . . . Telephone calls to Alaska should be made via FTS because this service is less expensive than commercial telephone service. As service is provided on only three lines, calls should be as brief as possible. And, in case you've been thinking FTS is free, the charge to phone Alaska from all points east of the Mississippi River is \$2.00 per minute and for points west, it is \$1.25 per minute.

McKEON MOVES UP . . . Charles H. McKeon has been named Director of Audit. He had served as deputy director of that Office since 1964. Prior to that time he was chief of the Audit Division in the Alaskan Region and later at the Aeronautical Center.

PERUVIANS LIKE FAA TRAINING . . . The 2,000th Peruvian national has arrived in the U. S. for training. Julio Vetter, an assistant airport manager in Lima, has come to FAA for five weeks of training in airport management. The world-wide program for aviation training is arranged by the FAA and sponsored by the Agency for International Development.

13-YEAR ERROR RECTIFIED . . . McGhee-Tyson Airport in Knoxville is not McGhee-Tyson but McGhee Tyson. The hyphen crept into the name sometime in 1954. The airport was named in honor of World War I flying hero McGhee Tyson who was shot down over the North Sea. Steps have been taken to rectify this long-standing error.

RULEMAKING SUMMARIZED . . . During the week of March 8-15, the Agency issued Notice 67-8 proposing to allow a commercial operator certificated under Part 121 to employ a repairman to perform or supervise maintenance, preventive maintenance, and alterations of aircraft and aircraft components, and to allow operators to perform maintenance for, and to have maintenance performed by other Part 121 certificate holders. (Comments due before May 10, 1967.)

BACK UNDERGROUND WITH INTERCOM . . . Those closed-circuit TV cameras we mentioned in last week's INTERCOM which will keep an eye on the goings on in the tunnel now being gouged out under 9th Street from Constitution Avenue to the Southwest Freeway, are pretty spooky gadgets. They'll be on all the time, displaying their findings on screens in the District Building. But they will remain silent until triggered by under-the-road loop detectors when an abnormal situation, such as an accident or changed rate of traffic flow situation, is sensed. Also automatically controlled are three giant ventilations fans (plus one standby) which would be activated and would regulate their output according to "instructions" relayed by carbon monoxide detectors. The fans can move 550,000 cubic feet of air a minute, thus providing a complete change of air every two minutes in the 1,000,000 cubic feet of tunnel. For fast-fast-fast relief, the standby fan can be put into service.

WELCOME TO FAA! . . . Thomas A. Beard, Environmental Development Division, RD; Robert L. Burke, Administrative Standards Division, MS; Dora V. Long, Executive Staff, RD; Norman A. Sawyer, Personnel Operations Division, HQ; Sharon L. Johnson, Administrative Staff (DIA), CA; Walter B. Somerville Jr., Personnel Operations Division, HQ; Jerome Teplitz, Aircraft Division, DS; Violet Ruth Tench, Accounting Operations Division, HQ; Thelma N. Roach, Financial Management Staff, CA.

AWARDS AND REWARDS . . . In Systems Research and Development Service, Quality Within Grade Increases were presented to John V. Graupensperger, Philip A. Darmody, Forrest G. Yetter, and Henry H. Butts; a Sustained Superior Performance Award was given to James E. Luckman. The Office of Associate Administrator for Programs presented a Sustained Superior Performance Award to Charles W. Carmody.

NEW TELEPHONE SERVICE FOR WASHINGTON NATIONAL AIRPORT . . . The WNA switchboard, which had been in service since June 16, 1941, was retired this morning (March 20) when telephone service was cut over to a new GSA switchboard. All offices can be reached by dialing code 161 and the extension which can be found in Agency Notices 1770.1 or 1770.6, dated March 16, 1967. If the office or individual wanted is not listed in either notice, dial 161-0 and the switchboard operator will complete the call. To call WNA from commercial telephones dial 521-5600.

INTERCOM

FEDERAL AVIATION AGENCY

MAR 30 1967

Technical Processing
Branch, HQ-610

William F. McKee
Administrator

67-13 March 27, 1967

WILLEY ACCEPTS TOP NAVY DEPARTMENT POST . . . Robert H. Willey, Associate Administrator for Personnel and Training, has accepted the new position of Director of Office of Civilian Manpower Management, Department of the Navy. Willey will be the first occupant of this new post recently established by the Deputy Under Secretary for Manpower. He will have broad responsibility for manpower forecasting, requirements and distribution, industrial safety and training, in addition to the normal personnel management functions for all civilian personnel in the Navy Department.

HARPER, WILLIAMS RECEIVE EXECUTIVE ASSIGNMENTS . . . Clarke H. Harper, presently Acting Associate Administrator for Administration, has been named to the position. Harper has had an extensive and distinguished career in FAA, serving previously as the Deputy Associate Administrator for Administration, Assistant Administrator for Appraisal and, prior to that, Director of Budget. Gordon A. Williams Jr., who has been serving as Deputy Assistant Administrator for Appraisal, will become Deputy Director of the Southern Region.

IF IT MOVES, IT'LL BE THERE . . . It will be Fun-Fun-Fun Day when Secretary of Transportation Alan S. Boyd introduces the cabinet department to the public on Saturday, April 1, the first official operating day of DOT. While Boyd officiates at the ceremonies, rocket-propelled men will whiz above him, air cushion vehicle will skim by him, and an 1880 horsedrawn omnibus will clomppity-clomp-clomp by. These are only a few of the numerous--and bizarre--vehicles that will illustrate the past, present, and future of American transportation. Even Don Piccard of the famous adventuring family will be making hourly ascensions in his "Golden Bear," a 50-foot striped balloon with its handmade wicker basket. Boyd and the Coast Guard band will open the program at 10:00 a.m. There will be scores of exhibitions that are part of the Smithsonian Institution's day-long tribute to "The Pageant of Transportation," to Alan S. Boyd, and to all the employees of the Department of Transportation.

AGENCY OFFICIALS SUPPORT NASA PROGRAMS AT HEARING . . . Administrator McKee, Deputy Administrator David Thomas and SST Director General J. C. Maxwell testified last week before the House Subcommittee on Advanced Research and Technology. The Administrator expressed his support of NASA's aerospace programs, Thomas described the Government's noise abatement program and General Maxwell gave Committee members a status report on the SST program.

TWO EQUIPMENT CONTRACTS LET . . . A \$22.4 million contract, the second in less than a month for equipment designed to increase automation of the air traffic control system, was awarded to the Burroughs Corporation of Paoli, Pa., to supply 177 radar digitizers. The equipment, called the Common Digitizer, will convert radar signals into computer messages. The Agency also awarded \$1.5 million contract to International Telephone and Telegraph Corporation of Fort Wayne, Ind., for 88 "daylight" radar displays. Using a new cathode ray tube that provides a much brighter picture than can be found on a standard TV set, the displays can be viewed under almost any lighting condition in control towers.

C-141 MAKES PROGRESS WITH ALL WEATHER LANDING . . . Lockheed Aircraft Corporation has made over 100 automatic landings with the giant C-141 transport. The landings were made at Dobbins AFB, Georgia, on a low-cost ILS installed by the FAA specifically for the test program. Twelve consecutive landings were made with lateral deviations less than three feet. Earlier FAA participation in the program included preparing airborne equipment specifications for the all-weather landing system and providing facilities at NAFEC for initial flight tests. Current progress under a USAF program is a direct result of corrective modifications for early problems revealed at the NAFEC trials.

SELF-CONTAINED NAVIGATION "EXPANDS" AIRSPACE . . . Under a \$225,317 contract with Sperry Rand Corporation, RD will flight test inertial navigation in the domestic airway (VORTAC) system, aimed at more efficient use of the airspace. Principal purposes of the test program are: more flexible use of the ATC environment in the heavily-populated domestic airspace, use of inertial capability for increased accuracy and safety in terminal area operations, and direct transition from overseas routes to inland airports. The program will operate over 15 months covering 150 evaluation flights.

SOLUTION FOR HORIZONS PUZZLE . . . If you suspected that the crossword puzzle in the March HORIZONS was devised by a maintenance man, you're right. Albert Sanell, Flight Standards Maintenance Division, concocted it. Here is the solution.

1	R	E	D		3	P	A	5	R	6	S	7	I	8	X	
			9	O	10	V	A	L		11	R	T		12	N	R
13	C	14	O	P	I	L	O	T					15	P	E	A
16	H	U	E		17	T	T		18	F	E	R	R	Y		
					19	Z			20	S		21	O	M	I	T
22	A	B	L	E					23	D	I	M		24	W	
25	N	O		26	R	27	O	S	E		28	T	E	A		
29	G	A	31	D	O	S			32	O	K		34	R	E	S
		35	R	Z				36	K	N	O	37	T	S		H
		38	D	U	G		39	I		40	S	A		41	D	O
42	A		43	S	A	N	T	A	45		46	X		47	C	U
48	D	Z		49	P	R	E	F	L	I	G	H	T			

RULEMAKING SUMMARIZED . . . During the week of March 15-21, the Agency issued Amdt. 61-29, effective April 23, 1967, allowing applicants for private or commercial pilot certificates or instrument ratings to credit certain flight instruction received from flight instructors who are not certified by the FAA; providing exceptions to the requirement for a flight instructor's statement before a flight test; and requiring at least 20 hours of flight instruction for a commercial pilot certificate (airplane). The Agency also issued Advance Notice 67-9 concerning operations for compensation or hire with small aircraft that would affect to some extent all of those operations, and affect to a greater extent those operations conducted either on a regularly scheduled basis or involving interline agreements with scheduled air carriers operating under Part 121. (Comments due before July 1, 1967.)

LETTERS OF REPRIMAND . . . New instructions from the Civil Service Commission now consider letters of reprimand to be non-permanent records. New guidelines state that such letters should be kept in the official personnel folder for a minimum of one year and a maximum of three. FAA supported this change and will shortly issue the necessary policy guidance to assure consistent application throughout the Agency.

HANDLE IDEAS WITH CARE . . . Unsolicited ideas from prospective contractors are often of great value to FAA so steps have been taken to make sure that they are properly handled. Spelled out in new Agency Order 4400.19, 3/15/67, are procedures for protecting the rights of prospective contractors to proprietary information they might submit. The order cautions FAA employees to avoid commitments or misleading statements about such rights and FAA's interest. The policy states that: "The FAA encourages prospective contractors to disclose to the Agency, for purposes of evaluation, unique or novel ideas or concepts which they have originated, conceived or developed and own which might have application to the work of this Agency." The order encouraged the submission of ideas without proprietary restrictions. It also specifies that a submitter, who wants technical data in a proposal to be used only for evaluation, must specifically identify the data according to procedures covered in the order.

OFFICE OF APPRAISAL TO LOOK AT GENERAL AVIATION . . . The Office of Appraisal has begun assessing the adequacy and appropriateness of Agency policies, goals, programs and practices as they relate to general aviation. The goal is to determine the level at which the Agency is maintaining an environment which supports general aviation's continued growth, provides proper balance between safety and economic considerations, and makes the most effective use of Agency resources in the process. Meetings have been held in Washington with services and offices and this week, discussions will be carried on with general aviation industry organizations. In about two weeks, members of the Appraisal Staff will begin visits throughout the nation to discuss this subject with Agency personnel and with individuals outside the Government in general aviation.

107 NEW LANDING FACILITIES RECORDED IN '66 . . . The Agency reports 107 new airports, seaplane bases and heliports were recorded last year bringing the total to 9,673. The increase reflects not only new construction but also a more thorough reporting system which requires airport operators to notify FAA before opening or closing a facility. Texas still leads the list with 853 landing facilities. Next is California with 659; Alaska, 551; Pennsylvania, 441; and Ohio with 383.

THE CASE OF THE SHRINKING GARAGE . . . With construction booming around headquarters and the new people employed in the building, parking is becoming more of a problem. Permits issued under the "job requirement category" are currently being reviewed to make certain that the original criteria are met. To qualify under this category employees must work until 6:30 p.m. or later at least eight regular working days each month. Work "before hours", on Saturdays, Sundays or holidays, is not considered in determining eligibility. Review Agency Order 1760.2 for further details. Some of the two-man car pools have already been eliminated and formation of four-or-more-man car pools is encouraged. The car pool locator board in the A-level escalator lobby provides assistance in forming car pools or locating additional members. Permit holders are responsible for keeping current information on their applications. Changes of license plate numbers, vehicles and car pool members should be reported immediately. Failure to do so may result in revocation of the permit. The control point for the maintenance of records and information concerning parking procedures is the Scheduling and Control Section, HQ=325, room 526.

SHARP PROMOTED . . . Warren C. Sharp has been selected Chief, Programs Division, SM. Sharp leaves the post of Chief, Airway Facilities Division in the Central Region to assume his new duties. He is a veteran of 23 years of Federal service, the last 20 with the FAA.

TICKETS AVAILABLE . . . The Civil Service League Awards Banquet, which will honor Deputy Administrator David D. Thomas and nine others, will be held on Friday, April 21, at the Sheraton Park Hotel. Representatives in each office and service will contact employees regarding the purchase of tickets. Choice table locations will be assigned on a first-come basis and reservations can be made only on payment. For further information, call x20706.

MAKE APRIL 1 A DATE--NO FOOLING . . . The gay festivities described on page 1, which will mark the birth of the new Department of Transportation, will be held on the Mall. Everyone is invited to attend this "fun-for-all." No charge, of course. Parking in the A and B levels of the Headquarters building garages will be open for all employees. You need only show your FAA official identification card, not a parking permit.

STENOS AND TYPISTS NEEDED . . . Washington headquarters has a real shortage of qualified applicants for stenographers and typists, grades GS-2, 3 and 4. If you know anyone whom you would recommend for FAA employment, including prospective June high school graduates, please call x25709 or have the students submit an application form SF-57.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

67-14 April 3, 1967

William F. McEuen
Administrator

BOYD FORMALLY OPENS DOT . . . Secretary Boyd formally launched the Department of Transportation last Saturday by introducing his top officials to the public in a ceremony at the Smithsonian Institution. He declared that the new Department would "work to make transportation more efficient, more economical, more expeditious, and more socially responsible. We are going to insist that all forms of transportation become safer and more reliable for the user.... We'll want to see transportation continue to advance technologically...we will strive for increased intermodal efficiency. We'll work for success of our transportation industry in foreign competition.... We are going to try to find ways for transportation to assist in the economic development of depressed areas." And most important of all, he said, "We wish transportation to make a more positive contribution to the urban environment of this country."

AGENCY TO HONOR AVIATION MEDICAL EXAMINERS . . . In commemoration of the 40th anniversary of the Aviation Medical Examiner system, the agency has invited medical examiners from all over the world to attend the annual scientific meeting of the Aerospace Medical Association to be held in Washington next week. Prior to the meetings, Administrator McKee will host a reception for the visitors.

TRAFFIC CONTROLLING IN COLOR . . . Last week's Time Magazine gave air traffic control the full treatment--12 full pages, ten of them with color pictures. The story takes a TWA flight from Los Angeles to New York and en route has many compliments for FAA's band of controllers and the system they operate.

MANAGEMENT INSTITUTE INSTRUCTORS TRAINED . . . Last week 32 agency officials attended a four-day instructor workshop, conducted by the Management and General Training Schools, aimed at equipping regional and center officials to run the "management systems" portions of the revised Management Institute. The group included executive officers from three regions who will be conducting sessions on the systems approach to management decision-making. Various other officials, including branch and division chiefs from the Airway Facilities, Management Analysis, Airports, Personnel and Training and Air Traffic, will conduct sessions on NAS Management, SM, Financial Management, Logistic Management and Personnel Management. About 12 institutes will be conducted throughout the agency during the balance of this fiscal year.

DIRECT LINE OPENED FOR FSS PROCEDURES . . . Flight service specialists who have ideas for improved flight assistance and communications procedures can now pass them to Washington without screening at intermediate levels. Order 1110.37 establishes a Flight Service Station Procedures Committee to facilitate recommendations from the field through correspondence, field trips and workshops. Committee members, selected from among the best FSS specialists recommended by regional directors, will serve for two years. Robert W. Martin and Glen Tigner will serve as chairman and vice chairman.

RUNWAY CENTERLINE LIGHT APPROVED . . . A new 2,000-candlepower light, a key element in the ground portion of all-weather landing systems, has been approved by the agency and will be used in all future installations of runway centerline lights. The lights, which will cost between \$100,000 and \$200,000 depending upon runway length and other local factors, will be spaced 50 feet apart beginning approximately 75 feet from the ends of the runway, and will allow planes to land with visibility as low as 700 feet.

WASHINGTON/BALTIMORE HELICOPTER SERVICE PROPOSED . . . American Airlines is canvassing the other air carriers on the possibility of forming a jointly-owned helicopter carrier to provide service in the Washington/Baltimore area. AAL has asked the CAB to permit them to file application for their own operating authority if the reaction is unfavorable among other carriers.

MILITARY MAINTENANCE MEN AIDED BY FAA . . . A newly-formed corporation representing non-commissioned officers of the armed forces is attempting to smooth the way for military-trained aviation maintenance technicians entering the civil aviation field when they complete their military commitment. The home office of the NCO corporation in Alexandria, Va., is working with FAA Flight Standards personnel to help its pool of experienced aircraft maintenance technicians become more familiar with certification requirements and procedures.

ROAMING REPTILE TAKES TO THE AIR . . . According to a recent "Accident/Incident Record," a sleek jet airliner departed Orlando with a load of homeward-bound vacationers en route to Cincinnati with a stop at Atlanta. Fifteen minutes after departure from Atlanta, a slender, low-slung "passenger" was observed promenading down the aisle. This "passenger," arousing a bit of consternation among fellow travelers, was a foot-long alligator. Flight attendants quickly corraled and isolated the gallivanting "gator in the cockpit, where his flight was completed. Owner of the roaming reptile was never determined.

MINNEAPOLIS CENTER WINS NO-ERROR AWARD . . . The Minneapolis Air Route Traffic Control Center has received a Certificate of Achievement from Administrator McKee for having completed a year of operation without a system error.

RULEMAKING SUMMARIZED . . . During the week of March 22-28, the agency issued Amdt. 101-2, effective April 28, 1967, altering the equipment requirements for unmanned free balloons.

AIRPORT DATA BANK TAKES SHAPE . . . Within the next 90 days the herculean task of verifying data about the nation's 10,000 airports will be completed by the agency's National Flight Data Center. Upon completion, the agency will have, for the first time, one central airport data reference. The bank will list up to 141 informational elements about each of the airports listed. Some of the data listed will include: runway descriptions, lighting facilities, airport elevation, repair facilities, type of aircraft serviced, type of fuel available, etc. The single Airport Data Bank will be the main source of airport information for all agency projects requiring data about the nation's airports. Now data for such agency projects like the Airman's Information Manual and other agency publications and charts will come from this single source. The new computerized Airport Data Bank climaxes several years of hard work by Airport Service, Management Services and Air Traffic Service. The Office of Headquarters Operations has taken over the job of putting the Airport Data Bank into its computers.

FLIGHT TEST RULES SIMPLIFIED . . . Private and commercial pilots will be given credit for military or International Civil Aviation Organization (ICAO) flight training as of April 23 under new amendments to the instrument rating licensing regulations. Further simplification will drop the requirement for a flight instructor's certifying statement where applicants already hold military or ICAO pilot licenses or ratings and for military pilots seeking Air Transport Pilot certificates when they have already passed a military flight check in the same type aircraft.

POSITIONS FILLED UNDER ESIS . . . The following positions have been filled under the Executive Selection Inventory System: Norman R. Hodkinson, Chief, Surveillance and Operations Branch, National Flight Inspection Division, Aeronautical Center; Robert K. Crothers, Chief Systemworthiness Analysis Program, New York IFO, Europe, Africa, Middle East Region; Frederick E. Hempt, Supervisory Electronic Engineer, Technical Assistance Division, Tehran, Iran, Office of International Aviation Affairs; Eugene J. Haldas, Air Carrier Electronics Inspector, Manila IFO, Pacific Region; E. K. Cassidy, Assistant Chief, Data Processing for Systems Integration, ATC Development Division, Research and Development Service, Washington; William R. Owens, Facility Evaluation and Proficiency Officer, Air Traffic Division, Okinawa, Pacific Region; Jose Gotay, Electronics Engineer (general), Technical Assistance Division, San Salvador, El Salvador, Office of International Aviation Affairs; and William N. Bryan, Chief, Publishing and Graphics Division, Office of Headquarters Operations, Washington.

DON'T FORGET . . . Saturday was the big day, and FAA is now officially Federal Aviation Administration.

FAA ACADEMY SEEKS PHOTOS OF NATIONAL DISASTERS . . . The FAA Academy is seeking negatives or reproducible photos which show hurricane, flood or earthquake damage to FAA facilities or equipment. These photos are needed to illustrate defense readiness training materials. Regional organizations and individuals are asked to search their files and send the pictures they can spare to the General Training Branch at the Academy, ATTN: AC-962. Please include a caption or a short description of the damage and where it occurred.

PIKE NAMED TO PROFESSIONAL GROUP . . . Walter N. Pike, Chief of the Environmental Development Division, RD, was elected to a three-year term to the National Administrative Committee of the Group on Engineering Management, Institute of Electrical and Electronic Engineers in Washington. This segment of the IEEE is responsible for the advancement of management technology as applied to organizations utilizing professional engineering personnel.

TICKETS AVAILABLE FOR SENATORS' OPENER . . . The FA Club has a limited quantity of tickets for the Washington Senators' opening game with the New York Yankees on Monday, April 10. Tickets will be sold at the FA Club Office, Room 115, at \$2.50--no discount.

SORRY, WRONG NUMBER . . . The GSA Buildings Manager has been receiving calls for such services as the installation of pencil sharpeners, repair of furniture, and requests for keys to cabinets and desks. These calls should be directed to the Scheduling and Control Section, HQ-325, x21847. The Buildings Manager is responsible for maintenance problems such as air conditioning, heating, faulty lights and emergency cleaning. Agency Order 1700.3 contains further details.

WELCOME TO FAA! Grace D. Allen, Accounting Programs Division, MS; Ralph Dantley, Office Services Division, HQ; Celestine M. Dean, Publishing and Graphics Division, HQ; Eve M. Duggan, Systems Division, NS; Linda L. Gunsauly, Engineering and Manufacturing Division, FS; Christine J. McPhail, Data Processing Division, HQ; William H. Pack Jr., Office Services Division, HQ; Wanda J. Brown, Accounting Operations Division, HQ; Virginia R. Dematteo, Financial Management Staff, CA; and Aldona L. Kupchella, Development Programs Division, AS.

DON'T BE HARD TO GET . . . Who's where? That's a question. To help make the new FAA headquarters telephone directory as accurate as possible, HQ asks all employees to check their current listing and submit necessary corrections by April 10. Complete instructions are on Page 65 in the current directory.

RANDALL TO JOIN LAW FIRM . . . Deputy General Counsel Robert Randall will leave the agency around the end of the month to become a partner in the Washington law firm of Surrey, Karasik, Gould and Greene. He has been in his present position for 2½ years.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

FAA Library

67-15 APR 18 1967
April 10, 1967

William F. McLean
Administrator

JOHNSON SENDS PAY PROPOSAL TO CONGRESS . . . President Johnson sent a proposal for a 4.5 per cent pay increase for Federal employees, effective October 1, to the Congress last week. In justifying his request, the President said that if the Government were to close the gap between its salaries and those in private industry it would require an average increase of 7.2 per cent, costing the Government more than \$2.5 billion for a year. The present proposal, which includes a request for an average 4.5 per cent for military personnel, would cost a billion plus for a year. The President also promised to support additional pay raises as of the same date in 1968 and 1969. Hearings are expected to begin later this month before the House Pay Subcommittee headed by Rep. Morris Udall (D.-Ariz.)

PROPOSED CLASSIFIED PAY RATES										
Grade	1	2	3	4	5	6	7	8	9	10
GS-1	\$3,776	\$3,902	\$4,028	\$4,154	\$4,280	\$4,406	\$4,532	\$4,658	\$4,784	\$4,910
GS-2	4,108	4,245	4,382	4,519	4,656	4,793	4,930	5,067	5,204	5,341
GS-3	4,466	4,615	4,764	4,913	5,062	5,211	5,360	5,509	5,658	5,807
GS-4	4,995	5,161	5,327	5,493	5,659	5,825	5,991	6,157	6,323	6,489
GS-5	5,565	5,751	5,937	6,123	6,309	6,495	6,681	6,867	7,053	7,239
GS-6	6,137	6,342	6,547	6,752	6,957	7,162	7,367	7,572	7,777	7,982
GS-7	6,734	6,959	7,184	7,409	7,634	7,859	8,084	8,309	8,534	8,759
GS-8	7,384	7,630	7,876	8,122	8,368	8,614	8,860	9,106	9,352	9,598
GS-9	8,054	8,323	8,592	8,861	9,130	9,399	9,668	9,937	10,206	10,475
GS-10	8,821	9,115	9,409	9,703	9,997	10,291	10,585	10,879	11,173	11,467
GS-11	9,657	9,979	10,301	10,623	10,945	11,267	11,589	11,911	12,233	12,555
GS-12	11,461	11,843	12,225	12,607	12,989	13,371	13,753	14,135	14,517	14,899
GS-13	13,507	13,957	14,407	14,857	15,307	15,757	16,207	16,657	17,107	17,557
GS-14	15,841	16,369	16,897	17,425	17,953	18,481	19,009	19,537	20,065	20,593
GS-15	18,404	19,017	19,630	20,243	20,856	21,469	22,082	22,695	23,308	23,921
GS-16	20,982	21,681	22,380	23,079	23,778	24,477	25,176	25,875	25,900	
GS-17	23,788	24,581	25,374	25,850	25,950					
GS-18	25,990									

BOYD TALKS ABOUT NOISE . . . Secretary Boyd testified before the House Subcommittee on Advanced Research and Technology last week on the subject of noise and what he hopes to do about it. He told the Congressmen that he is establishing an Office of Noise Abatement under the Assistant Secretary of Transportation for Research and Technology whose responsibility will be "to identify areas that are appropriate for aeronautical noise research." He also told the Subcommittee members that, "The Department will formulate regulations governing the flight of aircraft based on the principle that noise abatement is second only to safety."

FAAER ADDED TO CSC's "ROLL OF ECONOMY CHAMPIONS" . . . Walter J. Shaw, procurement agent at the Aeronautical Center, has been named as one of 79 Federal employees on the Civil Service Commission's Government-wide "Roll of Economy Champions." His suggestion to convert on-hand generators for use in Vietnam produced a first-year saving of \$16,000.

FREE-WHEELING BALLOONS CORRALLED . . . Unmanned free balloons are no longer free due to new agency safety regulations. As of April 28, operators will be required to equip their balloons with at least two separate, independently-operated self-destruction mechanisms for both the balloon covering and the release of its instrument package. They will also be required to have reflective equipment on the covering that can be detected by ground radars.

PLANNING FOR SST . . . When SST operations begin, air traffic control will be ready for it. Recently, Joseph P. O'Brien, ATC/SST Simulation Program Manager, RD, and Edward Krupinski, Assistant Chief, ATC Operations and Procedures Division, AT, paid a week-long visit to the ATC Experimental Unit at Hurn, England, to discuss Concorde simulated operations. O'Brien also visited the Eurocontrol ATC simulation facility at Bretigny, a suburb of Paris, which is a counterpart of the NAFEC simulation laboratory. It began operation in January to develop advanced concepts for control of air traffic in upper airspace over most of Europe.

FLIGHT ACTIVITY BREAKS RECORDS . . . The agency's 304 control towers reported a record-breaking 45 million takeoffs and landings last year, a 19 per cent increase over 1965, according to the Air Traffic Activity report for 1966. The report also shows that aircraft handled by the 28 air route traffic control centers increased by 10 per cent for the third consecutive year. The five busiest airports last year were: Chicago's O'Hare with 562,975 operations; Opa Locka, Fla., 558,139; Van Nuys, Calif., 534,331; Long Beach, 478,092; and Kennedy, N. Y., 438,670.

JETSTAR CONSIDERED AS AIRBORNE SIMULATOR . . . Flight Standards personnel who recently flew the JetStar at the Lockheed Marietta plant report that its performance is near enough to the Boeing 727 to serve as an airborne "simulator." The two aircraft are closely comparable in approach airspeeds, rates of descent, takeoff performance and engine-out performance.

ENGINE FOULING BY FOWL WILL BE FOILED . . . Methods for protecting turbo-jet and turbo-prop engines from bird ingestion damage will be studied by Ling-Temco-Vought under a \$135,000 FAA contract. LTV will study inlet protective devices, construct prototype devices and develop full-scale hardware for flight testing.

AERO CLUB FLIGHT SAFETY AWARDS SCHEDULED . . . Of the 81 U. S. Air Force Aero Clubs throughout the world, 38 were honored last Friday when Flight Safety Award Certificates were presented by the Administrator. Each of the 38 clubs completed 1966 without an accident or incident.

CAPSULE COMMENT . . . Secretary Boyd: "We already have a grasp of the technology that will supersede the SST, 15 or 20 years from now. But Americans are not the kind of people who'll passively wait for new developments. They're engaged now in pushing jet aviation technology to its practical limits. I feel this is admirable. I believe this is one of the great and permanent characteristics of our nation."

HOW TO IMPLEMENT DOT DIRECTIVES DETAILED . . . Department of Transportation directives will be used in FAA just as they are prepared in DOT unless additional instructions are required for implementation. This policy is stated in FAA Order 1320.32, 3/27/67. The order explains that the system for issuing directives within DOT is the same as the current in-house system used by FAA, and it establishes responsibilities and procedures for their implementation within FAA.

MORE CHANGES . . . FAA's change from Agency to Administration on April 1 wasn't the only thing that changed on that date--we also now have a new Zip Code. For Washington headquarters and all elements of the Office of the Secretary both in the FAA (FOB 10A) and Donohoe Bldgs., the Zip Code is 20590. For all other parts of the DOT located in Washington the Zip Code is 20591.

NO NEW PLANS FOR JOB FREEZES . . . Budget Director Charles Shultze has told Congress that the Johnson Administration plans no new job freezes in the foreseeable future. He said that the Government "cannot get by permanently" by imposing a freeze and no new freezes are being contemplated.

RECENT EXECUTIVE LEVEL ASSIGNMENTS APPROVED BY CSC . . . Samuel Rabinowitz, Chief, Procurement Operations Division, IM, Washington, D. C., John E. Pernice, Chief, Procurement Policy and Standards Division, IM, Washington, D. C., and George J. Harlow, Chief, Aircraft Services Base, Aeronautical Center.

RULEMAKING SUMMARIZED . . . Part 181, "Seal," was rescinded effective April 1 to reflect the fact that the Federal Aviation Administration is now a part of the Department of Transportation. Also issued were the following: Notice 67-10 proposing to include all large and all turbine-powered airplanes within the class of aircraft to which the noise abatement rules apply (comments due before May 23, 1967); Notice 67-11 proposing additional airworthiness standards for small airplanes capable of carrying more than 10 persons, and intended for use under Part 135 (comments due before July 1, 1967); Notice 67-12 proposing to extend the privileges of 61.31, "Military pilots or former military pilots: special rules" to certain foreign military pilots (comments due before July 8, 1967); and Notice 67-13 proposing to revise TSO-C46a, "Maximum allowable airspeed indicators" (comments due before July 8, 1967).

NEW TRAINING HANDBOOK AVAILABLE . . . The new FAA Training Handbook, 3000.6, is now off the press and is being distributed throughout FAA. The handbook brings together, for ready reference, all FAA orders pertaining to training. It covers such matters as training policy and procedures and the responsibility for all phases of training and training evaluation.

NOMINATIONS MADE FOR SERVICE COLLEGES . . . Named to attend Class '68 of the resident course of the Air War College are: John E. Cayot, staff engineer, Flight Standards Division, Atlanta, and Clyde I. Denham, air traffic control specialist, Air Traffic Service, Washington, D. C. The nominee for the 1967-1968 Resident Class of the Industrial College of the Armed Forces is Hobart L. Douglass, Chief, Personnel and Training Division, SO.

FIVE NOMINATED TO AEROSPACE HALL OF FAME . . . The 1967 nominees for the International Aerospace Hall of Fame in San Diego are French aviator and inventor Louis Bleriot; Brazilian aviator and pioneer in lighter-than-aircraft Santos Dumont; Amelia Earhart; Canadian fighter-ace Air Marshal W. A. Bishop; and Sir Frank Whittle, one of Britain's most noted fliers and the inventor of the jet engine. Aviation 'greats' now in the Hall include Charles Lindbergh, James Doolittle, Eddie Rickenbacker and the Wright brothers.

IFR CHART STANDARDS CITED . . . A new Air Traffic Service Advisory Circular (AC 211-2) which presents recommended guidelines to producers and publishers of IFR Aeronautical Charts will be distributed to the public this week. The standards recommended are enumerated in the AC. Its adoption by chart-makers could lead to standardization of IFR Aeronautical Charts. Copies of this circular may be obtained from the Distribution Unit, HQ-438, Washington, D. C. 20590.

TOMORROW IS A DEADLINE . . . Tuesday, April 11, is your last chance to join your friends in a table reservation at the Civil Service League Awards Banquet at which Deputy Administrator David D. Thomas will be honored. If you buy your ticket after that date you will have no choice in table assignment. The banquet will be held at the Sheraton Park Hotel on April 21, 1967. Tickets are available through ticket coordinators in each office and service.

AWARDS AND REWARDS . . . Nicholas J. Proferes of Systems Research and Development Service received a Special Service Award. In Installation and Materiel Service, Sustained Superior Performance Awards went to Eileen Marcinko, Carol J. Montgomery and Jean Digon; Quality Within Grade Increases were awarded to Icie M. Goodwin and Richard Golrick.

NOW IS THE TIME . . . All parking permit holders are required to update their application forms to reflect their new license plate numbers. Any changes in vehicles or car pool members should also be reported. Failure to keep information current and/or falsification of records will result in revocation of permits. Changes should be reported to the Scheduling and Control Section, HQ-325, Room 525.

Suggested items for INTERCOM should be reported to IS-40, x25575, on or before 12 noon on Wednesday of each week.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

FAA Library

APR 18 1967

William F. McKee
Administrator

67-16 April 17, 1967

Technic. 18

BASNIGHT, TIPPETS, MOORE RECEIVE EXECUTIVE ASSIGNMENTS . . . Arvin O. Basnight, Associate Administrator for Programs, has been named Director of FAA's Western Region. A past Director of the Southern Region, Basnight also formerly served as Deputy Assistant Administrator for Management Services. Joseph H. Tippetts moves from Director of the Western Region to become Associate Administrator for Personnel and Training. Before taking over the top spot in the Western Region, Tippetts headed up FAA's Office of Air Navigation Facilities and its Bureau of Facilities and Materiel. George S. Moore, now Deputy Associate Administrator for Programs, will become the Associate Administrator for Programs. Moore formerly held the post of Director, Flight Standards Service.

FIVE-YEAR NATIONAL AIRPORT FORECAST RELEASED . . . An estimated \$1.53 billion will need to be spent over the next five years for 729 new landing facilities and improvements at 3,286 others, according to the agency's new National Airport Plan. Recommendations in the 1968-1972 Plan include projected needs for runways, taxiways and other safety features at airports around the country, but does not include an estimated \$1 billion needed for airport terminal and passenger handling facilities improvements. With the purpose of encouraging community planners to study the immediate and long-range benefits of regional airport development, the Plan for the first time identifies locations with possible regional airport potential.

AGENCY HONORS MEDICAL EXAMINERS . . . Administrator McKee presented the agency's Certificate of Commendation to ten of the original 144 American physicians designated in 1927 as the nation's first Aviation Medical Examiners. In that year, the 144 AMEs performed 4,162 examinations for applicants for pilots' licenses. This year the current group of 5,933 will give some 400,000 physicals.

McKEE DISCUSSES MEDICAL PROGRAMS . . . Administrator McKee, in a speech before the Aerospace Medical Association's 38th Annual Scientific Meeting in Washington last week, announced that FAA is (1) actively examining high altitude radiation; (2) conducting research for better evacuation and survivability in the forthcoming 500-passenger jumbo jets; (3) studying the problems of smoke-filled cabins and evaluating a newly-developed heat resistant smoke hood which would lessen smoke inhalation tremendously. The Administrator said that he was appointing a standing committee for the radiation biology aspects of the supersonic transport consisting of ten of the country's top radiation biology experts. He also said that the evacuation studies would be conducted in the 270-foot mockup of the Lockheed SST which has been shipped to the Aeronautical Center for this purpose.

TRANSPORTATION SAFETY BOARD MEMBERS NOMINATED . . . President Johnson has announced his intention to nominate former CAB Chairman Joseph O'Connell Jr., as Chairman of the new National Transportation Safety Board. O'Connell, who also served as Chairman of Lake Central Airlines from 1955 to 1965, is presently partner in a Washington, D. C., law firm. The President also nominated the following Board members: Oscar M. Laurel, District Attorney for the 49th Judicial District in Texas; Francis H. McAdams, legal advisor to the Chairman and a member of the CAB; John H. Reed, Governor of Maine; and Rear Admiral Louis M. Thayer, Commander of the Seventh Coast Guard District in Miami. The five-member Board is empowered to (1) determine probable cause of aircraft and certain other transportation accidents, (2) act on appeals from certificate or license actions of the administrations, (3) make recommendations on safety matters, and (4) investigate certain air, rail, highway and pipeline accidents and request Administrators to conduct accident investigations which the Board deems necessary. The President's nominations will go to the Senate for confirmation.

NEW CAREER OPPORTUNITIES OPEN IN GENERAL AVIATION . . . Under a program now being tested in the Central and Southwest Regions, applicants from almost any career field in FAA have an opportunity to be trained in the General Aviation Operations Inspector program. Trainees who are accepted will receive two weeks training at the FAA Academy while on detail from their parent organization. Subsequent on-the-job training based on individual needs will follow at a Southwest or Central Region General Aviation District Office. Those who fail to progress satisfactorily will be returned to their previous career field. Trainee positions are GS-7, 8, 9, 10, and 11. Applicants with appropriate flight-hour qualifications may compete at their present grade level. Applicants must have a valid private pilot or commercial license and have a valid flight instructor certificate or have had experience as a military primary instructor. A leaflet now being distributed throughout the agency contains complete information on the program and how to apply.

RULEMAKING SUMMARIZED . . . A technical amendment to all the Federal Aviation Regulations effective April 1, 1967, reflects the Federal Aviation Agency's transition into the Department of Transportation as the Federal Aviation Administration. During the week of April 5-11, the FAA also issued Amdts. 11-7, 61-30, 65-10, 141-4, and 147-1, effective April 10, 1967, updating certain cross references and making other miscellaneous corrections in those Parts; and Amdt. 23-4, effective April 12, 1967, making it clear that lazy eights and chandelles, as well as turns, in which the angle of bank is not more than 60 degrees may be performed in normal category airplanes. Also issued were Notice 67-14 proposing to revise the type certification standards for small airplanes (comments due before July 9, 1967); and Notice 67-15 proposing to relax the identification marking requirements for antique aircraft and aircraft operated for the purpose of motion picture and television productions, airshows, and other exhibitions (comments due before June 14, 1967).

INDIANAPOLIS CENTER WINS AWARD . . . The 34th Air Division of the Air Defense Command gave its first annual Griffin Award to the Indianapolis ARTCC in recognition of the Center's outstanding achievement in support of the Air Force.

CAPSULE COMMENT . . . Administrator McKee speaking to the Aerospace Medical Association in Washington: "The emergence of the airplane as a vehicle of mass transportation requires that consideration be given to the variety of passengers now traveling by air. FAA, consequently, is now putting new emphasis on means of assisting small children, the elderly, and the physically handicapped."

Secretary Boyd speaking to the Allentown/Lehigh County Chamber of Commerce in Allentown, Pa.: "Progress in transportation, like progress in community life, is a matter of seemingly minor adjustments. A dangerous knob removed from a dashboard. Agreement about the wording on an export form. Getting an aircraft to make less noise. Getting a railroad man to say hello to a barge man."

NEW AIR TAXI REGS PROPOSED . . . The larger "small" planes in the air taxi service will have to meet stiffer safety standards for certification if a new agency proposal is adopted. Small piston and turboprop planes weighing less than 12,500 pounds and designed to carry more than 10 people would come under the new regulations. Under the proposal, air taxi operators would not be able to operate any of these aircraft after June 1, 1972, unless they had been certificated under the required air taxi standards. However, the agency will apply the new standards now for manufacturers who wish to qualify for air taxi certification eligibility. The new requirements, such as improved emergency exits and wider aisles, improved structural fatigue characteristics, flight performance, reliability of electrical systems, and protection against engine fire, would supplement existing standards and provide increased passenger protection and faster means of evacuation.

AGENCY TO MAKE ANNUAL REPORT TO INDUSTRY . . . The National Airspace System, communications programs, noise research, V/STOL transportation and medical research and safety programs will be among the topics to be discussed when the agency holds its First Annual Report to Industry meeting in Washington on June 13. The program is planned to fulfill FAA's responsibility for keeping the various segments of the aviation community informed on the agency's research and development activities and plans.

FILM ON CAREERS AVAILABLE . . . FAA film libraries have received a new 28-minute, 16 mm color and sound motion picture, "Aviation Workshop," which presents a behind-the-scenes look at the many career functions of the Federal Aviation Administration. It contains selected sequences from previously produced FAA motion pictures to emphasize the career opportunities in FAA. Described are the varied activities of Air Traffic Service, Office of Aviation Medicine, FAA Academy, Systems Maintenance Service, Airports Service, Flight Standards Service and Systems Research and Development Service.

ANDERSON MERITS AWARD . . . Administrator McKee recently presented Earl J. Anderson with a Meritorious Service Award in recognition of his personal dedication to the Agency's mission and his imaginative and energetic performance as Chief, Personnel Programs Division, PT.

1967 SAVINGS BOND SHARE IN FREEDOM CAMPAIGN . . . Clarke Harper, Associate Administrator for Administration, has been appointed General Chairman for the agency campaign to be conducted from May 1 through June 30, 1967. William C. Jennings, Executive Director, Regulatory Council, will serve as the Chairman for the headquarters area, including the Bureau of National Capital Airports. The campaign goal is to achieve at least 90 per cent participation in the payroll savings plan. In addition, this year's campaign offers each Series E Bond buyer the opportunity to also purchase a new savings note called "Freedom Share" through payroll deductions. The new note matures in 4½ years and pays 4.74 per cent interest compounded semi-annually when held to maturity. Canvassers will begin to contact personnel on May 1. Let's support the campaign to our utmost.

NEW PRESIDENT OF TOASTMASTERS/SPEECHMASTERS 2996 . . . Arch Milhollon was recently installed as president of Toastmasters/Speechmasters 2996. Outgoing president was Ray Borowski. A few vacancies are still available in this outstanding organization for public speaking which meets every Tuesday at 12 noon. Contact Henry Cejko, x25776, for further information.

THE BIGGEST BOOM IN TOWN . . . The biggest mobile crane ever to operate in the Washington area is now in place and ready to do its stuff on the Forrestal building west of Headquarters. With a boom of 200 feet and an outrigger of 65 feet, this giraffe of cranes is described by workers as being a "100-ton rig." Cranes, it turns out, have different capacities, depending on the angle of the boom; to get its exact capacity at any given angle would require a handbook. It's hard to estimate construction progress if you rely on a headcount of visible workers--more than 400, representing the whole spectrum of the construction trades, labor "below grade" (underground) installing the giblets of the building. On top, an additional 75 craftsmen ply their trades and professions. And, if you've wondered about all that metal "erector set" work going on, it's called falsework, or shoring. It's being put in place to support a deck, which will support the forms used to contain the concrete which will form the floor of the fourth floor and the ceiling of the mall below. (Remember, this is the building where the fourth floor is really the first floor.)

IT'S NATIONAL LIBRARY WEEK . . . "Reading is What's Happening" proclaims the 1967 slogan for National Library Week (April 16-22). To find out what's happening in aviation and related fields, you are invited to visit your FAA Headquarters Library in room 930. The Library's law, medical, and general collections boast 50,000 books and bound periodicals, as well as technical orders, manuals, and specifications. Many visitors, though, are most impressed by the Termatrix, which helps the staff retrieve the information available in more than 20,000 technical reports. If you'd like a demonstration of this device, or if you'd just like to browse, why not take time out during National Library Week to become acquainted with your Library and its staff?

GET OUT THE GLOVES AND EYEWASH . . . The FA Club's Men's Softball Team starts its season on Tuesday, May 2, but there is still time to sign up. Contact Russ Williams, IM-753, if you're interested. Practice and games are scheduled for Tuesdays and Thursdays. Get out and play ball!

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

FAA Library

William F. McKee

Administrator

MAY 1 1967

67-17 April 24, 1967

Technical Processing

THIRTY-TWO TOWERS RECLASSIFIED AND 320 CONTROLLERS PROMOTED . . . Effective last Sunday, the FAA no longer requires a second and third traffic count (with the resulting year's delay) before a qualified Level I and Level II tower can be upgraded. The new policy resulted in the upgrading of 26 Level I towers to Level II and the resulting promotion of approximately 210 controllers from GS-10 to GS-11. The upgrading of six Level II to Level III towers resulted in the promotion of approximately 110 controllers from GS-11 to GS-12. The former policy, requiring three traffic counts, was developed at a time when there was a much lower rate of increase in air traffic activity and because the traffic activity fluctuated considerably in certain locations. Additional traffic counts will be required where the level of activity is considered marginal.

CSC URGES SUPPORT FOR YOUTH OPPORTUNITY PROGRAM . . . The Civil Service Commission has urged all Federal agencies to support President Johnson's Youth Opportunity Campaign by hiring at least one extra employee for every 100 regular employees this summer. Students may be appointed through the Office and Science Assistant examination or under agency-operated staffing plans.

HELICOPTER PILOT HONORED . . . Robert B. Greeno, a designated helicopter flight examiner of the Denver general aviation office, will receive the Award for Extraordinary Service--FAA's highest honor--for rescuing five air crash survivors from a Colorado mountaintop last January. The gold medal will be presented to him on Wednesday, April 26, by Governor John Love of Colorado and Western Region Director Joseph Tippetts on behalf of Administrator McKee.

CONTRACT FOR THIRD NAS COMPONENT AWARDED . . . A \$17,216,536 contract for four computers, comprising the third major component in the semiautomatic National Airspace System, has been awarded to International Business Machines Corp. of Gaithersburg, Md. The IBM 9020 computers, which will help modernize the nation's air traffic control system, will make up the central computer complex which is the core of the automated air traffic control system. The previously awarded contracts were for common digitizers, which translate radar data into computer language, and for computer display channels, which provide for the display of flight information on controllers' radarscopes.

ATS STORY--STATISTICALLY SPEAKING . . . Within its grey covers, the latest edition of the ATS Fact Book is crowded with 132 pages of very interesting statistical data which tells the activity and accomplishments of the Air Traffic Service. It not only tells of the invaluable life-saving flight assists that its controllers in towers, centers and flight service stations have piled up during 1966, but its charts and tables relate the story of the ATS during the year 1966. More than 700 copies of the new book were distributed to the Regions and to key personnel in FAA Headquarters last week.

PHYSICS PROFESSOR HEADS RADIATION BIOLOGY COMMITTEE . . . Physics professor Dr. Robley D. Evans of MIT has been named by Administrator McKee to head the new 11-man advisory committee on radiological aspects of high altitude flying in the SST. The committee, which is expected to meet before the end of June, has the responsibility of advising FAA on how to interpret and evaluate information on cosmic rays at altitudes to be flown by the SST.

RULEMAKING SUMMARIZED . . . During the week of April 12-18, the FAA issued Amdt 121-27, effective May 21, 1967, removing the one year duration for supplemental air carrier operating certificates; Amdts. 61-31 and 121-26, effective April 15, 1967, to clarify certain provisions of the flight maneuvers amendments (61-27 and 121-24), postpone for six months the effective date with respect to certain maneuvers, and to clarify 61.115 that was recently adopted as Amdt. 61-24 to establish standards for the issuance of helicopter instrument ratings. Also issued were Notice 67-16 proposing to clarify the status of special conditions issued as a part of type certificates for aircraft, aircraft engines and propellers (comments due before June 20, 1967); Notices 67-17 and 67-18 proposing "user" fees for various FAA activities, that include a schedule of fees for activities conferring special benefits, a schedule of fees for applications for new certificates and ratings for individuals, and revisions to the system for issuing these certificates (comments due before July 19, 1967).

FAAER NOMINATED FOR AWARD . . . Roy E. Peterson, chief of the Flight Test Branch, Aircraft Engineering Division, Western Region, was named by General McKee as this year's FAA candidate for the Richard Hansford Burroughs Test Pilot Award. The award, sponsored by the Flight Safety Foundation, recognizes contributions by a test pilot or group of test pilots to safe and efficient flight testing in the realm of atmospheric or space flight.

AROUND THE WORLD IN A 'GLIDER'. An aircraft that may get 50 miles to the gallon is being considered for certification in the Amateur Built category by FAA's Wichita Engineering Office. It is now being flown under a research and development certificate by J. Bede of Ohio who proposes to fly it around the world non-stop. The craft is basically a Schweizer glider modified by the installation of a 200-hp Continental 10-360 engine, a wet wing and a dropable dolly landing gear. Bede intends to take off at full power, climb to 20,000 feet, then cruise at about 29 hp. He expects to circle the globe in about six and a half days.

HEARINGS TO BEGIN ON PAY BILL . . . Hearings are scheduled to begin April 25 in the House Civil Service Pay subcommittee on President Johnson's proposed 4.5 per cent pay raise for Federal classified employees. The hearings are expected to last about three days with Administration officials as the first witnesses.

AGENCY TO BRIEF AIRPORT OPERATORS . . . Airport lighting systems will be the topic of conversation at a briefing session in Washington this Friday, April 28, for airport operators and other aviation groups. Experts will review results of recent development and evaluation of such lighting systems as a new medium intensity approach light configuration, a proposed color coding of runway center lighting to indicate the amount of runway still remaining after touchdown, green centerline lighting for taxiways and visual approach slope indicators.

AIRPORT ACTIVITY STATISTICS AVAILABLE . . . Statistics covering aircraft departures and passenger, freight, express, and mail traffic at each of the several hundred airports served by U. S. air carriers for fiscal year 1966 can be found in the just published Airport Activity Statistics of Certificated Route Air Carriers. The 282-page publication was compiled by the Civil Aeronautics Board and published by FAA.

INDUSTRY/GOVERNMENT FSS TASK GROUP RECONVENES . . . The Industry/Government Flight Service Station Task Group will reconvene on May 2, at FAA Headquarters to discuss and review FSS modernization recommendations made by members of its Working Group. The Working Group, established by the Task Group at its initial meeting on February 17, has drafted a detailed report of users' flight service requirements and proposed criteria for providing the FSS services. Associate Administrator Arvin O. Basnight is chairman of the Task Group. User groups represented in the FSS Task Group include: National Association of State Aviation Officials, Aircraft Owners and Pilots Association, National Association of Air Traffic Specialists, International Flying Farmers, National Pilots Association, National Aviation Trades Association, National Business Aircraft Association and Government representatives from the Department of Defense and the Environmental Science Services Administration.

April 23-29 . . . This is the week to sit up and take notice of that little girl sitting outside your door who helps keep the wheels of Government turning. National Secretaries Week, April 23-29, will also celebrate the National Secretaries Association silver anniversary. The theme this year is "Better Secretaries Mean Better Business."

AGENCY PROPOSES UNIFORM NOISE RULES . . . Uniform application of the agency's noise abatement rules has been proposed so as to include small turbine-powered aircraft in the procedures now used by all large aircraft. The proposed changes, directed at the increasing number of planes not in the large transport category but which create a higher noise level than piston-types of comparable size, would revise current rules by applying the minimum altitude, climb, and the preferential runway provisions uniformly to all large aircraft and all turbine-powered planes.

FOUR FAA ATTORNEYS MOVE TO DOT . . . The Department of Transportation has announced three assignments from the FAA General Counsel Office to the DOT legal staff. James B. Minor will become Assistant General Counsel for regulations, codification, legal resources; Douglas L. Siegel, to Chairman, DOT Contract Appeals Board; and Barnett Anceletz and Charles E. Anderson, to attorneys, General Counsel's Office, DOT. Other appointments of FAA attorneys to DOT will be announced at an early date.

ANEMIA HITS FAA HEADQUARTERS . . . Unless the local FAA blood balance reaches 500 pints on July 1, Headquarters employees and their immediate families will no longer be able to draw on the blood bank in emergencies. We are 291 pints short of this quota now. Those who have been spared from an emergency withdrawal on the blood bank may find something heartwarming in the words of one grateful FAAer, James Heshion of Air Traffic Service. Recently, in a letter to the Administrator, he said: "Words do not seem to exist which could adequately convey my feeling of gratitude...to each of my fellow FAA employees who has ever donated blood to the blood bank which supplied the large quantity of blood necessary...that my wife may live." Those who are able to give blood and do so are doing an outstanding service for their families, fellow employees and themselves. If you are willing and able to give blood, contact your office representative or group chairman for the time and place. Group chairmen are: Hazel Smith, x27664 (AT, BU, MS, GA, DS, SM, AU and DCA); Julia Bolich, x25865 (FS, GC, CA, CS, AS, SS and CL); Marcella Harp, x26461 (IS, IM, AM, AD, PO and AP); Charlotte Owens, x20831 (NS, DD, PT, IA, RD, OA, RC, HQ and PD). Incidentally, the Red Cross bloodmobile will be at the firehouse at Dulles International Airport on Thursday, April 27, from 11 a.m. to 5 p.m.

OST PERSONNEL MAY OBTAIN FAA DIRECTIVES . . . Personnel in the Office of the Secretary of Transportation (OST) may obtain FAA directives which are referenced in DOT, OST directives or elsewhere by calling x28067. Please allow a few days for delivery.

OST PERSONNEL WELCOME IN FA CLUB . . . The FA Club advises that it will welcome membership of personnel in the Office of the Secretary of Transportation (OST). The club provides many interesting and enjoyable activities throughout the year, including sports leagues of many types, vacation tours at reduced rates, and tickets to local theaters at a discount. For further information, contact Marilyn Duffy, x25642, or visit room 115, off the main lobby.

AWARDS AND REWARDS . . . In the Office of Headquarters Operations, Quality Within Grade Increases were presented to Jean Smith, Nancy Slanoc, George Latchford, Irmgard Dahle, Gwendolyn Brockenbrough, Robert Snyder, Harvey Kinston and Wilbur Smith; Sustained Superior Performance Awards to Walter Hancock, Sandy Levi, Gwendolyn Toye and Mollie Rockwell. Special Service Awards went to Patricia Buchanan, Frank Matle, James McEnrue and Theodore Banton. In the Office of Personnel and Training, a Special Service Award went to Matthew J. Dooner; Sustained Superior Performance Awards to Ethel Cohen and Marcia Shannon.

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William F. McKee
Administrator

Technical Processing
FAA-110
KRUEGER RECEIVES HANDICAPPED EMPLOYEE AWARD . . . Administrator McKee presented the agency's first annual "FAA Handicapped Employee of the Year Award" to James A. Krueger, a Western Region aerospace engineer, last Friday. Krueger, a victim of arthritis for 32 of his 42 years, can do everything from drive a car to fly airplanes despite a serious illness which has stiffened many of his joints as well as his back, neck and jaw. The program, pioneered by FAA last October in an effort to recognize the exceptional contributions made to the agency by its physically handicapped employees, is the first instance of a major Government agency recognizing the contributions of its handicapped employees on a national basis. Krueger was selected from among several employees nominated by the Regional Directors for their outstanding contributions. The award was made at the annual meeting of the President's Committee on Employment of the Handicapped.

MAXWELL RECEIVES AWARD . . . Major General J. C. Maxwell, Director of Supersonic Transport Development has been awarded the 1967 Eugene M. Zukert Trophy by the Arnold Air Society for "outstanding contributions to Air Force professionalism." The presentation was made at the Society's National Conclave in Miami on April 26.

WW II VETS LOAN BENEFITS END JULY 25 . . . Only three months remain for veterans of World War II to use their guarantee privileges for a loan to purchase a home, farm or for business purposes. The Veterans Administration warns that present laws provide that the absolute cutoff date for these veterans will be July 25, 1967. This deadline is the result of Congressional action which has extended the final date of eligibility several times. The cutoff will not affect veterans of the Korean conflict or those who have served since January 31, 1955, as these veterans are covered by different legislation.

OFFICIAL SEAL APPROVED . . . The official seal for the Department of Transportation was approved last week by the Fine Arts Commission. The winning seals from the recent contest among employees were taken to three commercial firms and to HQ to produce a final design. Four seals were then submitted to Secretary Boyd who picked the final design which was done by Illustrator Richard Keen of Washington HQ. The seal, an artistic rendition of James Ashworth's contest winning triskelion, will have a red background. The seal was unveiled at the Aeronautical Center last Thursday by Alan Dean, Assistant Secretary of Transportation for Administration, in a ceremony at which he also presented Ashworth, who works in the Planning and Control Branch at the Center, with his \$500 bond.



SAFETY BOARD WILL HOLD HEARINGS . . . The National Transportation Safety Board has announced its intention to hold public hearings to assist in determining the cause of two recent air carrier accidents and an air taxi accident. They will look into the mid-air collision on March 9 near Urbana, Ohio, the training flight accident near New Orleans International Airport on March 30, and the air taxi accident that occurred during take-off at Lexington, Ky., on April 3. The specific schedule for the hearings will be announced later.

BETTER WEATHER AHEAD . . . Air Traffic Service got together with air carrier representatives April 17-20 to discuss distributing weather data to meet airlines' requirements in the agency's computerized switching system. Due to be commissioned in about two years, the new system will provide greatly increased speed, capacity and selectivity in presenting weather information. The new Weather Message Switching Center will, in fact, improve just about everything for the user but the weather itself.

AGENCY PROPOSES FEES FOR SERVICES . . . A schedule of service fees, covering proposed charges for airman and instructor certificates, certification of flight crewmembers, applications for medical certificates, type certificates and production certificates, has been recommended by the agency to help defray costs of these services. A schedule of some 30 airman fees, ranging from \$1 to \$35, is proposed for processing applications for new or additional certificates or ratings. A "hardware" fee schedule has also been proposed with a top charge of \$244,000 for an original type certificate for a large four-engine jet.

BUDGET BUREAU UPS ALLOWANCES . . . You can now take a cab to work on the day you start an out-of-town trip instead of having to wrestle with a heavy suitcase on the bus, according to the Budget Bureau's latest directive on allowances. The directive also eliminates the \$6 ceiling on cab fares from an employee's home to the airport, and allows the civil servant to tip taxi drivers 15 per cent instead of the current 10 per cent maximum rate.

AGENCY MOVIES ENTERED IN CONTESTS . . . The United States Information Agency (USIA) has selected several FAA films for entry in foreign and domestic film festivals. The films are: "Path to Safety" and "Density Altitude," submitted to National Cine Awards; "The Other Passenger," to the Buenos Aires Film Festival; "A New Look At Fog," to Insight '67, a special science film program organized in conjunction with Expo '67 in Montreal, and also submitted to the 19th International Electronic & Telecommunications Motion Picture Festival. The film "Path to Safety" has also been entered in the National Safety Council's Annual Film Festival.

LIMITS ON SUPPLEMENTALS LIFTED . . . Supplemental air carriers no longer have to have their certificates renewed each year, according to a new amendment to the Federal Air Regulations. New certificates for the supplementals will not include an expiration date.

CAPSULE COMMENT . . . Under Secretary Hutchinson in Kansas City: "We can no longer afford to build highways without considering the tremendous impact they will have on other transport facilities and future land use patterns. We no longer can afford to build bigger and faster planes only to have these gains vitiated by congestion at inadequate airports and inadequate access routes from airports to our cities. We are in an era that demands a sustained, deliberate effort to gain mastery over problems in advance of their becoming problems, or at least before they begin dominating our lives."

APPLICATIONS DUE FOR GENERAL AVIATION POSITIONS . . . May 12 is the deadline for receiving applications from persons interested in the general aviation trainee positions discussed in the April 16 INTERCOM. A current SF-57, a Form E-815, Supplemental Record of Aeronautical Experience, and an Employee Appraisal Record should be sent to the local personnel office. Personnel officers are reminded to insure that item 10 of Part III of the Employee Appraisal Record is completed in accordance with the requirements of agency Order 3330.19 of April 11, 1967.

RULEMAKING SUMMARIZED . . . During the week of April 19-25, the FAA issued Amdt. 11-8, effective April 25, 1967, clarifying the authority of the Managers of the Aeronautical Center and NAFEC in rulemaking; Amdts. 47-3 and 49-3, effective June 1, 1967, adopting specific clarifying or editorial changes and withdrawing all other changes proposed in Notice 66-27, "Changes in Certain FAA Aircraft Registry Procedures" and Amdt. 135-4, effective April 28, 1967, clarifying the applicability of the one month grace provision in 135.133 to initial pilot-in-command checks required by 135.129(a) and 135.131(a), and updating references to the "Airman's Guide" and "Flight Information Manual."

BRIGHTER LIGHTS RECOMMENDED FOR SMALL AIRPORTS . . . All general aviation airports eligible for funds under the Federal-aid Airport Program will now be asked to install medium intensity runway edge lights rather than the low intensity lights now in use. At least 50 per cent of the cost of the lights, which are 100 times brighter than those currently in use at many small airports, will be borne by the Federal Government.

SELECTIONS FROM ESIS . . . The following promotions and reassignments were made through the Executive Selective Inventory System: Glen L. Brown, General Aviation Operations Coordinator, Operations Division, FS, Washington; Robert F. Le Suer, Chief, Aircraft Handling Qualities Section, Engineering and Manufacturing Division, FS, Washington; Donald Geoffrion, Chief, Operations Research Branch, FS, Washington; Harold-G. Williamson, Chief, Measurement Branch, Technical Facilities Division, NAFEC; Raymond H. Ratzlaff, Chief, Simulation Facilities Branch, Technical Facilities Division, NAFEC; James B. Cawley, Special Assistant for NAS, Office of the Director, NAFEC; and Joseph A. Norton, Chief, Financial Reports and Analysis Branch, Accounting Programs Division, Office of Management Services, Washington.

ZVOLANEK SELECTED AS ASSISTANT AREA MANAGER, ALBUQUERQUE . . . Benjamin F. Zvolanek, who has been named Assistant Area Manager of the Albuquerque Area Office, has, for the past two years, been Chief, Training Division, PT. Before this, he served as Chief, Personnel Operations Division, PT; Canton Island Manager in the Pacific Region; and Fairbanks Airport Manager and Station Manager in Alaskan Region.

TIPPETS TO RECEIVE HONORARY DEGREE . . . Western Region Director Joseph Tippets has been selected by Brigham Young University to receive an honorary doctoral degree for being an "outstanding American" and in recognition of his contribution to "our country, the American way of life, and his fields of endeavor." The newly named Associate Administrator for Personnel and Training will receive the degree at the University's commencement exercises in Provo, Utah, on May 26. He is expected to take up his new responsibilities in Washington around June 1.

THERE'S A NEW DOCTOR IN THE HOUSE . . . Ellmore A. Champie, the Associate FAA Historian in the Office of Management Services, received a midyear Ph.D. in history from Harvard University and will join the commencement exercises in June. He also holds a B.A. (summa cum laude) and an M.A. from the University of Texas.

NAVIGATOR HONORED . . . Alton B. Moody, Chief, Long Distance Navigation Branch, RD, was reelected for the tenth consecutive year as a Government Member of the Governing Board, United States Power Squadrons, in recognition of his contribution to safe seamanship and navigation.

AWARDS AND REWARDS . . . In the Office of Compliance and Security, Barbara Faish, Anna Mates, Robert Felmley, Thomas Colihan, John Choroszy and Diane Malatesta received Quality Within Grade Increases.

AS A MATTER OF FACT . . . The Savings Bond Campaign is getting under way. Here are a few facts about savings bonds: (1) In seven years, you get back \$4.00 for every \$3.00 invested; (2) Interest rates are guaranteed to maturity; (3) You can't lose a savings bond; if lost, stolen or destroyed, it is replaced free. Get your share in freedom during this campaign.

WELCOME TO FAA! . . . Nadine B. Hanlen, Data Systems Division, MS; Llewellyn W. Robey, Maintenance Division, CA; Robert G. Smith, Office Services Division, HQ; Patrick J. Stanton, Audit Standards Division, AU; Arsenia A. Williams, Technical Assistance Division, IA; Suzanne W. Wilson, Office Services Division, HQ; Franklin W. Geer, Publishing and Graphics Division, HQ; Dominick M. Marvaso, Procurement Operations Division, IM; Clinton F. Knapp, Publishing and Graphics Division, HQ; Harry B. Pitts, Procurement Operations Division, IM; William W. Hyde, Office Services Division, HQ; Joe Arrington, Office Services Division, HQ; and Nellie D. Crisp, ATC Development Division, RD.

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

FAA Library

William F. McLe
Administrator

67-19 May 8, 1967

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CSC TO STUDY ATC CLASSIFICATION STANDARDS . . . The Civil Service Commission Friday launched a study of all air traffic control positions throughout the ATC service to "develop new classification and qualification standards for determining the appropriate grades and skill requirements for the different kinds and levels of air traffic control work" performed in towers, centers and flight service stations. A joint FAA-CSC team conducting the study will give first priority to positions in high density terminals such as O'Hare, John F. Kennedy, and Los Angeles International. The Commission also announced Friday that in view of the extraordinary personnel problems at O'Hare Tower, it was approving special within grade pay increases for GS-12 controllers at O'Hare on an interim basis.

DIRECTORS MEET IN WASHINGTON . . . The Administrator met with the Field Directors in Washington last week to discuss urgent safety and personnel matters. Airline training requirements and mid-air collision potential were top safety items. One day was devoted to personnel recruitment, staffing, overtime pay practices and working conditions. Details on decisions made will be issued shortly.

ALEXANDER RECEIVES NEW ASSIGNMENT . . . Harold B. Alexander has been appointed Deputy Associate Administrator for Administration. Alexander, who had served as FAA's Director of Budget since 1963, has been with the CAA/FAA since 1947 and is a veteran of 28 years in Federal Service.

VITALE NAMED EXECUTIVE SECRETARY . . . William V. Vitale has been appointed to the post in the Office of the Administrator, where he has served as Assistant Executive Secretary since 1965. Before joining FAA, Vitale was Chief of the Operations Division in NASA's Executive Secretariat. While in the Air Force, Vitale was aide to the first five Secretaries of Defense and later, Chief of the Administrative Branch in the Atomic Energy Commission's Office of the Executive Secretary. He holds LLB and B.S. degrees from American University.

NEW EMPLOYEE INFORMATION PROGRAM TO BE LAUNCHED . . . The employee information program is being overhauled in order to widen its scope and increase its effectiveness. The new effort will involve publication of a biweekly newspaper in place of the monthly HORIZONS magazine, the issuing of a management newsletter--MANAGEMENT NOTES, and publication at the option of Area Managers of an Area newsletter similar to INTERCOM. The INTERCOM will be continued in its present form. The new newspaper, which will continue to be called HORIZONS, will appear in June.

RULEMAKING SUMMARIZED . . . During the week of April 26-May 2, the FAA issued Amdts 1-12, 61-32, 91-39, and 135-5, effective August 7, 1967, prescribing requirements for a Part 91 or Part 135 Category II operation that will allow the conduct of an ILS approach and landing at certain airports with minima as low as a 100-foot decision height and 1,200 feet RVR; Amdts. 23-5, 25-11, 27-1, and 29-2, effective June 4, 1967, making miscellaneous changes to the propulsion system design requirements for airplanes and rotorcraft; Amdt 77-3, effective June 5, 1967, excluding determinations of no hazard (under 77-19(c) (1)) from the applicability of the discretionary review provisions (under 77.37); and Amdts. 151-18 and 153-2, effective May 5, 1967, clarifying the FAA policy relating to exclusive rights at airports. Also issued was Notice 67-19 proposing amendments to Parts 1, 91, 97, 121, and 135 to implement new techniques and criteria associated with the United States Standard for Terminal Instrument Approach Procedures (TERPS). (Comments due before July 6, 1967.)

PILOTS FLY IN CANNED SOUP . . . Over the past year 108 volunteer subject pilots from the FAA, Air Force, and airlines have completed 6,180 full all-weather Category III approaches and landings--in a simulator. Bunker Ramo Corporation of Canoga Park, Calif., simulator builder and operator for FAA under contract, recently completed the third series of experiments recording data on pilot reaction in a cockpit equipped with full all-weather landing instrumentation and controls of a typical big jet transport aircraft. It is rigged so that any type of possible failure or malfunction can be made to happen on a simulated zero-zero landing. Program manager Lt. Col. James R. (Mike) Nelson, RD-320, is collecting data that will establish criteria for equipment and procedures for eventual actual all-weather operations.

ELIMINATING THE MIDDLE MAN . . . A new procedure has been established to send all airman written tests directly to the Flight Service Stations, thereby eliminating the middleman--the General Aviation District Office. The new system is expected to be an improvement over the present method in that it will provide faster service to the public as well as prevent unnecessary duplication of effort in handling and mailing of the tests.

AVIATION EDUCATION POSTER DISTRIBUTED . . . Regional Offices, Area Managers and all 2,066 agency facilities have received a colorful 16" x 21" poster describing the FAA aviation education program for display on bulletin boards. The poster describes the services and aviation education materials available to educators from the FAA. Area Managers have a supply of educational materials for free distribution, including Aviation Education Services and Resources--FAA; Aviation Bibliography; sample curricula from kindergarten through college level; aviation demonstration aids for teachers; and many reprints of aviation articles of interest to students and teachers alike.

EXPERTS TO MEET ON RADIO FREQUENCY MANAGEMENT . . . A conference to discuss current national and international developments in the conservation and utilization of the radio frequency spectrum will be held in Washington June 5-9. Also on the agenda for SRDS Frequency Management Division's eleventh national conference will be discussion of plans for the more efficient use of the spectrum in the future.

CAPSULE COMMENT . . . Robert V. Reynolds, Assistant Administrator for General Aviation Affairs, at a National Aerospace Services Association luncheon in Washington: "Any way you look at it, general aviation is big business and all communities, both large and small, should be making plans in preparing facilities at the local level to capture their share of this emerging new business. This responsibility also faces the aviation industry. If we do not plan ahead, provide training for more technicians and give the industry both modern and convenient servicing facilities, and of course more airports, the general aviation industry cannot continue to grow to its fullest capacity and provide the transportation benefits to improve air transportation to its fullest capacity."

PRESIDENT SUPPORTS INSURANCE IMPROVEMENT . . . President Johnson has sent to Congress a proposal that would raise the Government life insurance policy minimum to \$10,000 for all Federal employees. The President's plan would also raise the maximum \$20,000 coverage to \$30,000. The new proposal, designed to provide increased protection for lower-salaried employees, would guarantee a minimum after-retirement policy of \$2,500. The cost to the employee would be increased only two cents per \$1,000 per pay period, with the Government picking up the rest.

FAA HITS THE AIR WAVES . . . Two hundred color films for television and 5,000 twelve-inch records have been produced by the agency and are now being distributed to TV and radio stations throughout the country. The seven-minute TV film is designed as a filler and the films are being distributed through local coordinators. The records for radio stations' use are entitled "Flightlines" and provide eight 4½-minute public affairs programs about the FAA. The project is designed to tell the public what the FAA is and does.

CONSTRUCTION BEGINS ON MAC . . . Construction has begun on the new Maintenance Analysis Center at the Aeronautical Center in Oklahoma City. When completed, the MAC will operate 24 hours a day on a world-wide basis to pinpoint aircraft maintenance problems and to disseminate the information immediately to air carrier operators, general aviation, and FAA personnel. The facility, which will be a "maintenance action central," will be staffed by maintenance specialists of all types.

ESIS/FARE SELECTIONS . . . The following promotions and reassignments were made under the Executive Selection and Inventory System: Fred W. Kingdon Jr., Supervisory Air Carrier Specialist, SO; Roy J. Taylor, Chief, Airway Facilities Branch, Memphis Area Office, SO; Lowell Davis, Air Carrier Regulations Officer, FS, Washington; Clarence L. Schmid, Chief, Air Carrier Branch, Flight Standards Division, WE; Allan H. Glass, Chief, Airway Facilities Division, CE; Walter Buechler, Chief, New York IFR Room, EA; and Glenn M. Kassing, Chief, Display Processing Section, ATC Development Division, RD, Washington; The following promotions and reassignments were made under the Foreign Assignment Resource Employee program: Richard E. Larson, Electronics Engineer, Amman, Jordan, EU; Louis C. Kalusche, Chief Advisor, Lima, Peru, SO; Charles J. Staley, Aviation Safety Officer, Manila, PC; Lewis E. Smith, Supervisory Electronics Technician, Manila, PC; and Charles Biberstine, Electronic Engineer (General), Ankara, Turkey, IA.

ONE-STOP PROCEDURE EFFECTED FOR STUDENT PILOTS . . . A new one-stop, one-application procedure whereby applicants can get a combination medical/student pilot certificate went into effect last week. The new certificate, to be issued by Aviation Medical Examiners, will provide greater convenience for applicants as well as cutting back on the agency's paper work. There were 129,180 certificates issued last year, a 37 per cent increase over 1965.

SO LONG, ARVIN! . . . The farewell party for Arvin Basnight will be this Thursday, May 11, 6 to 9 p.m., at the Officers' Club of the Naval Gun Factory. Tomorrow is the last chance to buy tickets (only \$2.75) from your office/service ticket representative. Let's all go!

ON THE RAIL . . . The first high-speed rail service is close at hand. The Pennsylvania Railroad will begin service on October 29, 1967, between Washington, D. C., and New York City, with about 40 brand new multiple-unit coach cars. These will be capable of speeds up to 160 mph, but initially they will operate at top speed of about 110 mph. This will permit three-hour service between Washington and New York with four intermediate stops.

WNA FILLS IN . . . The terrain in front of the glide slope antenna at Washington National Airport has been filled in to improve the performance characteristics so that the instrument landing system meets the requirements as a CAT II training facility for potential users. WNA is one of 23 airports scheduled for CAT II all-weather operations.

AWARDS AND REWARDS . . . In Airports Service, Quality Within Grade Increases were given to Helen Cashmire, Luigi Iori, Beulah Thomas and Herbert Lowe. In Flight Standards Service, Howard L. Flohra, Arthur McKinney, Robert Allen, Nancy Donnelly, Robert Forbes and Edward Wild received Sustained Superior Performance Awards; Winnie Parker and John Templeton received Quality Within Grade Increases. Systems Maintenance Service presented a Quality Within Grade Increase to Arthur Ashley. The Office of Personnel and Training presented a Sustained Superior Performance Award to B. F. Zvolanek. In the Office of Information Services, a Quality Within Grade Increase was presented to Maryann Patrick; Carol Lencki received a Sustained Superior Performance Award; and Special Act Awards were presented to Frederick Pelzman, William Harrison, Mary Alexander and Sue Silverman.

WELCOME TO FAA! . . . Esperanza V. Ferra, ATC Operations and Procedures Division, AT; Minnie L. Richardson, Administrative Standards Division, MS; Redell Duke, Publishing and Graphics Division, HQ; Herbert V. Civello, Maintenance Division, CA; Burdell Wright Jr., Publishing and Graphics Division, HQ; Lois Brechbill, Engineering and Safety Division, DS; Margaret J. Graves, Procurement Operations Division, IM; Earle R. Bartholomew Jr., Engineering Division, SS; and Estella L. Sachs, Systems Analysis Division, RD.

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

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MAY 12 1967

William F. McLean
Administrator

May 10, 1967

Technic
SPECIAL EDITION
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REPORT OF MAY FIELD DIRECTORS' MEETING

Personnel and administrative actions affecting the Air Traffic, Systems Maintenance, and Flight Standards Services were directed by the Administrator at the May meeting of the Field Directors in order to permit the agency to remain in step with rapidly increasing flight activities in all phases of aviation.

The Administrator stressed to the Field Directors that the actions are necessary in order to maintain and improve air safety. In emphasizing that the agency's first priority is air safety, the Administrator said, "These actions are mandatory if we are to keep in step with accelerated flight operations. But each Field Director must make certain that every dollar spent implementing them is spent realistically and with full regard given to the need for maintaining expenditures at a sensible level."

Actions approved by the Administrator were:

IMMEDIATE ACTIONS

Curbing of Administrative Details for Controllers . . . Effective immediately, air traffic controllers capable of performing control duties are not to be assigned administrative duties whenever: (1) required air traffic control positions are unmanned in the facility; (2) requests for annual leave are unfulfilled; or (3) training on control positions or crew briefings are needed.

Reduction in Frequency of Data Collection, Studies and Chart Keeping . . . The amount and frequency of data collections, studies, statistical compilations and chart keeping, including those pertaining to Project Score, shall be minimized. Such work shall, as a general rule, be performed by employees whose primary responsibilities are in administrative or management areas.

Overtime and Standby Pay at Field Facilities, Sectors and Offices . . . In view of the increasing aviation activity, availability of trained manpower and the extended time required to recruit and train additional manpower for field operations, all employees ordered to work overtime shall be paid regardless of grade, unless the employee specifically requests compensatory time off. At the time the supervisor directs the overtime for duty, he is concurrently authorizing the payment for this overtime. When crew briefings are required to be performed on overtime, payment for this overtime is authorized. Training is authorized even when additional staffing for operational purposes may require overtime.

Extra Pay for Employees on "Standby" . . . Employees on call, who must be immediately available on a "standby basis," will receive extra compensation for such periods. An agency order defining "standby" status, "telephone availability," etc., together with rates of extra compensation will be published within the next few weeks.

All Field Operational Employees to Get at Least Two Consecutive Weeks of Annual . . .
On request, all field employees will be granted at least two consecutive weeks of annual leave at some time during the year.

Watch Schedules to "Match People to Traffic" . . . Watch schedules in air traffic control facilities and maintenance sectors shall be arranged to "match people to traffic" and to cover operational needs. They shall not be artificially adjusted to reduce costs of night differential, holiday pay or Sunday pay differential. Shifts may, however, be adjusted to suit employees' preferences providing that such adjustments do not conflict with operational needs and do not result in added cost to the Government.

Holiday Staffing to be More Realistic . . . On holidays, staffing of air traffic control facilities and maintenance sectors may be reduced to cover only the required number of positions. On days before and after the actual holidays, staffing shall not be reduced solely in an effort to reduce payroll costs.

LONG RANGE ACTIONS

Advance Recruitment Authorized for AT, SM, FS . . . Regions are authorized to recruit operating field personnel (AT, SM, FS) up to the level included in the 1968 Congressional Budget Estimate. Recruitment in these areas shall take priority over all other recruitments.

Training to be Accelerated . . . Directors shall immediately review their region's capacity to train new AT and SM recruits and report their findings to Washington by June 1. Concurrently, a review will be made to determine the need for re-instituting basic air traffic control training courses at the Aeronautical Center. Included in this review will be an estimate of operational training time which may be lost if training is conducted at the Academy.

Recruitment Practice Changes . . . To be changed immediately is the existing agency practice of recruiting air traffic controllers only at the GS-6 level. Henceforth, qualified applicants will be hired at whatever grade level necessary, based on job requirements and the experience of the applicant. This in no way changes the merit promotion plan and the policy of FAA to promote from within when FAA employees are the best-qualified candidates available to fill a vacant position. Such recruits will, in no case, block the promotion of current trainees to Journeyman level when they satisfy time-in-grade and operational prerequisites. Selection of qualified agency employees currently working in other specialties will be given priority attention.

"Captain's Fund" to Improve Facility Environment . . . Each air traffic control facility chief will receive an annual fund to be spent at his discretion for improving his facility's operating environment. Such expenditures shall not be subject to prior review or approval by higher authorities. The "Captain's Fund" will be based upon the size of the facility up to a maximum of approximately \$500. The exact amount for each facility--to be determined soon--will be stipulated in an agencywide policy statement.

More Effective Use to be Made of "Operation Bootstrap" . . . Air traffic control facilities, area and regional offices will be urged to make more effective use of "Operation Bootstrap," as outlined in the agency handbook, Improvement of Operating Conditions at TRACON Facilities. The handbook is a guide to low-cost improvements which can be made in the operating environment of TRACONS.

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MAY 17 1967

William F. McKee
Administrator

67-20 May 15, 1967

BASNIGHT GETS HIGHEST FAA AWARD ^{Technic} ^{ing} ^{Branch, April 10,} Basnight, Associate Administrator for Programs who recently was designated as the new Director of the Western Region, last week received FAA's Decoration for Exceptional Service from Administrator McKee. In so doing, Basnight joined the very small and select group of agency officials who have been granted FAA's highest employee honor. Basnight was cited for his exceptionally outstanding service to the Federal Government and his exemplary leadership in administering major agency programs. Prior to his current Washington assignment Basnight was the first Director of the Southern Region. He joined the CAA staff in 1940 as a personnel assistant.

OLSON HONORED FOR DOT WORK . . . Southwest Region Executive Officer Enar B. (Bud) Olson has been given a Meritorious Service Award for his work in shaping the administrative structure of the Department of Transportation. Basis of the award was Secretary Boyd's commendation of Olson for his chairmanship of a working group which designed the structure of the Office of the Secretary.

FEDERAL HEALTH PROGRAM MUSHROOMS . . . The number of persons covered by the Federal employee health benefits program amounts to about four per cent of the total population of the United States. A new Civil Service Commission report shows that enrollment increased by 700,000 in 1965-1966, reaching 7.5 million. Benefits provided by the program are running at about \$41 million per month. The total monthly cost of the program is \$52.5 million, with employees paying 66 per cent and the Government the remaining 34 per cent.

AGENCY FILM WINS AWARD . . . "Density Altitude," a 29-minute color film on effects of high altitude and temperature on light aircraft, has been awarded top honors as an outstanding film in the National Safety Council's 1967 National Committee on Films for Safety Contest. The award, a bronze plaque, will be presented to the agency later this year.

FAA WINS 1966 PRESIDENT'S SAFETY AWARD . . . Secretary of Labor W. Willard Wirtz notified the Administrator that FAA was a winner of the 1966 President's Safety Award. The agency was in competition with all Federal agencies who have 10,000 to 75,000 employees. A panel of judges from outside the Federal Government made the selection based on the percentage of reduction in personal injuries during 1966 and the overall administration of the accident prevention program. The award presentation is tentatively scheduled for June 13 at the White House.

RECENT CAREER DEVELOPMENT PLACEMENTS ANNOUNCED . . . The agency has announced the placement of the following employees who are completing long-term Management Development Programs: Air War College students, Raymond G. Belanger, Central Region, assigned to Office of Appraisal Staff and John Truhan, Pacific Region, assigned to Maintenance Engineering Division, SM; Industrial College of the Armed Forces student, Charles H. Newpol, Eastern Region, assigned to Systems Analysis Division, RD; President's Mid-Career Program in Systematic Analysis, Stanford University student, Stanley P. E. Price, RD, assigned to Systems Analysis Division, RD; Carnegie Institute of Technology student, Ted O. McCarley, Aeronautical Center, assigned to Operations Research Branch, FS; and Career Educational Award, Cornell University student, Edward J. Pierson, Southwest Region, assigned to Assistant to Airport Manager, Washington National Airport, CA.

IT WAS THE OTHER GUY . . . The latest techniques in how to protect yourself from the roadhog, the speed demon, highway jockey, Sunday driver, etc., etc., will be presented on CBS television on May 23. Entitled "National Drivers Test," the 10 p.m. (EDT) program will focus on the concept of defensive driving. Audience participation is requested. The idea of the show is to involve drivers in as real a traffic situation as possible through the medium of television, in the hope that the participants will sharpen old driving skills and develop new ones.

REGIONAL FLIGHT SURGEONS CONFER . . . Five regional flight surgeons met in Washington last week for a conference on areas of mutual concern. On the agenda were the air traffic controller health program, the medical certification and education programs, and the accident investigation program. Attending the meetings were Lawrence Marinelli, EA; John J. Malina, CE; Harry W. Faulkner, SO; Clyde Lynn, SW; and Frank Raymond, WE.

UCR LENGTHENS LEADS . . . Kenneth W. Wilson of the Memphis, Tenn., AFS, reported that certain transistors were not operating satisfactorily because the lead length of the transistors was too short. Wilson's Unsatisfactory Condition Report (UCR) brought a solution to this problem-- longer lead lengths. Equipment failure? Safety hazard? Submit a UCR and get results.

LANDING LIMITS LOWERED . . . General aviation pilots who can peer through the murk and see the runway approach lights or airport surface, and 1,200 feet beyond from a "decision height" of 100 feet, will be able to go ahead and land their planes, according to new agency regulations. Current Category II weather limits for instrument-rated general aviation pilots are one-half mile forward visibility and a 200-foot decision height. Authorization will be limited for the first six months to an interim step of 1,600 feet and a 150-foot decision height. The regulation goes into effect August 7.

HORIZONS MAGAZINE--A SEMI-FINALIST . . . The special Alaskan issue of FAA HORIZONS (October 1966) has been selected as one of the semi-finalists in the magazine category in the Fourth Annual Federal Editors Association publications contest.

CAPSULE COMMENT . . . Under Secretary Hutchinson to the Traffic Club of Cincinnati: "The surprising thing about our new Department of Transportation is that it took so long in coming. Throughout our history, transportation has affected almost every phase of the nation's economic and social development. There had been many attempts to bring these Federal transportation programs together under one roof. The move for consolidation began in 1874 and it had been supported since that time by representatives of both parties. It is a testimonial to the persuasiveness and persistence of President Johnson that he was able to bring it about."

BEECHCRAFT 18 GROUNDED . . . A number of Beechcraft 18 aircraft with over 1,500 flying hours have been grounded as a result of two recent accidents resulting from wing failures in flight. The agency ordered immediate inspection of the planes' wings before they can be flown again. The most recent accident involving the Beechcraft 18 occurred in late April in Ackworth, Ga.

NEW FLIGHT STANDARDS COURSE OFFERED . . . The first class of a new course, "Developing Personal Effectiveness," will be offered to a limited group of people on June 19 in Washington. The course is primarily designed for experienced Flight Standards employees from operations, maintenance and engineering who are required to deal with the public on almost a daily basis in the performance of their assigned duties. This course is one part of a larger program designed to improve the FAA service to the public. The course will be managed by the Management and General Training Schools.

AIR TRANSPORTATION SYSTEMS SPECIALISTS CHOSEN . . . Selections for the 1967-68 program at the University of California Institute of Transportation, Richmond, Calif., are: Emanuel M. Ballenzweig, research meteorologist, ATC Development Division, RD; Harvey H. VanWyen, aerospace engineer, Engineering and Manufacturing Division, FS; James T. Murphy, general engineer, Quality Analysis Section, AC; Jimmy R. Tucker, electronic engineer, Miami Area Office, SO; Edward E. Smith, electronic engineer, ATC Development Division, RD; and Merrit O. Chance, supervisory civil engineer, Standards Division, AS.

TAKE A DEEP BREATH . . . That malignant disease called "gobbledygook" is running rampant again. Try to decipher this one from an official FAA "communication:" "Because of the catastrophic nature of these failures at specified locations a condition exists which requires immediate adoption effectiveness of an airworthiness directive specifying an immediate and more intense inspection and to increase frequency and intensity of repetitive inspections at these locations." Whew!

RULEMAKING SUMMARIZED . . . During the week of May 3-9, the FAA issued Notice 67-20 proposing several changes to Part 137, "Agricultural Aircraft Operations," including a change in the definition of those operations (comments due before July 12, 1967).

DEAN R. FIELD DIES . . . Dean R. Field, Chief, Small Purchases Section, IM, died on Saturday, May 6, in Washington Hospital Center. Field had been with the CAA/FAA for 28 years, the major portion of which was spent in Installation and Materiel Service in purchases and procurement.

KEYS STOLEN FROM GARAGE . . . There has been a series of thefts recently of key rings, chains, etc., from cars parked in the B-level garage. In the future, car owners should leave only the ignition key in their car and carry a spare key. Action has been initiated to stop these thefts, but precaution is advisable at all times. All persons are reminded not to move any cars other than their own. This is the job of the parking attendants only.

CSC BEGINS NEW TRAINING CENTER . . . The Civil Service Commission has established a General Management Training Center in Washington, D. C. Primarily for Federal career managers in the Washington Metropolitan Area, the new center offers courses for first-line supervisors to GS-18 executives. The initial curricula include 34 courses with subject material ranging from specific management methods and operational skills to national goals, Government policies, and Federal programs. Many of the courses will be repeated during the year. A brochure detailing the program and curricula of the center is being distributed to all agencies.

DON'T FLIP YOUR LID . . . Keep a lid on your beverage container while en route to your destination. Recently-cleaned carpets were stained by spilled beverages the day after completing the shampooing. Your cooperation is necessary.

URGENT NEED . . . Headquarters Personnel Division, HQ-150, has immediate openings for clerk-stenographers, GS-3 through GS-6 and a few clerk-typists, GS-2 through GS-4 levels. Needs are critical. We suffered a net loss of 23 stenographers during the first quarter of this year. All agency personnel are urged to make this recruitment need known to friends and relatives. Anyone interested in applying for one of these vacancies may contact the Personnel Office Receptionist on 962-5709.

DINE=A=GO=GO . . . The FA Club has come up with something new for the "Jet Set" -- an informal dinner and dance at Smokey Glen Farm on Saturday, May 20, from 7 p.m. to 1 a.m. Tickets are available now in the FA Club Office, Room 115, of the headquarters building. Get up and GO-GO!

STUDENTS HEAR AIRPORTS STORY . . . The FAA recently extended a "helping hand" to a local university -- and helped get part of the FAA story across in the process. Civil engineering graduate degree candidates of Catholic University met last week with Airports Service representatives in an aviation seminar. Topics discussed were terminal area development, possible airport modification to accommodate the large "jumbo jets" and the SST, and airport development in general.

Suggested items for INTERCOM should be submitted to IS-40, x25575, by noon on Wednesday of each week.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

William F. McLean
Administrator

67-22 May 29, 1967

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APPROPRIATIONS HEARINGS HELD . . . FAA and DOT officials, including Secretary Boyd and Administrator McKee, testified last week before the House Appropriations Committee on President Johnson's budget requests for fiscal year 1968. The \$938,960,000 FAA request includes a \$198 million appropriation for financing for the SST.

TWO NOMINATED FOR CONGRESSIONAL FELLOWSHIP . . . The Administrator has nominated Frank R. Palumbo and Welton R. Hill as the agency's candidates for the Congressional Fellowship Program. Palumbo is Chief, Buildings and Materiel Management Branch, HQ, and Hill is an air traffic control specialist at the Houston, ARTCC. The program, conducted in cooperation with the American Political Science Association, runs for nine months; that includes four-month assignments in both the House and Senate and a one-month orientation program.

SOLUTIONS SOUGHT . . . A special Washington Review Team is meeting this week with Regional Directors to work out problems involving the placement of medically disqualified agency personnel in suitable positions. The team composed of Dr. H. L. Reighard, Deputy Federal Air Surgeon; A. D'Arcy Harvey, Chief, ATC System Requirements Division, AT; Earl J. Anderson, Chief, Personnel Programs Division, PT; and Clay W. Hedges, Special Assistant to the Deputy Administrator, completed solution-seeking meetings last week in the Southern and Eastern Regions. They visit the Western Region on May 31, the Southwest Region on June 1, and the Central Region on June 2. The group is working on solutions to assure, to the extent possible, continued employment for employees found to be medically unqualified for their present positions, but who are medically qualified for other types of positions in the agency.

NTSB SCHEDULES HEARING . . . The National Transportation Safety Board has scheduled a public hearing for June 6 to try to determine the probable cause of the March 9 midair collision between a TWA DC-9 and a Beech Baron near Urbana, Ohio. Some 20 persons will be called to testify during the two-day hearing to be held in Washington.

EXECUTIVE ASSIGNMENTS ANNOUNCED . . . Robert L. Faith, currently Chief, Standards Division, AS, will become Deputy Assistant Administrator for Appraisal. James L. Lampl, currently Special Assistant to the Associate Administrator for Programs, will become Deputy Chief, Program Requirements Staff, PD.

RULEMAKING SUMMARIZED . . . During the week of May 17-24, the FAA issued Amdt. 13-5, effective May 23, 1967, clarifying the distinction between the administrative disposition of violations that are handled by Flight Standards personnel in the field and legal enforcement actions that are processed by the FAA counsel; and Amdts. 61-34 and 121-28, effective May 25, 1967, providing, on a temporary basis, for alternatives to the two-engine-out landing maneuvers in turbojet-powered airplanes required for (1) airline transport pilot certificate and type rating flight tests and (2) proficiency checks and recurrent training for each pilot in command of a Part 121 certificate holder.

AIRPORT CONGESTION EXPENSIVE . . . Air Transportation Association (ATA) President Stuart Tipton told airport executives last week that air traffic tie-ups cost the airlines over \$28 million in 1965. He said that two-thirds of the traffic congestion is experienced at 23 airports where 64 per cent of all passenger traffic is involved. "The delay problem is becoming so commonplace," Tipton said, "that it's not uncommon at one of our major hub airports to wait 30 to 40 minutes during certain times of the day." He urged airline, airport and general aviation leaders to "organize themselves into cooperative groups and seek to develop hard answers to the individual local problems."

ALL-STAR CAST . . . American University's Second International Air Systems Seminar now in session at the Shoreham Hotel, Washington, (May 15 to June 23) features an all-star FAA cast. Among those participating in the University's program are: Jay Meisel, Deputy Director of Management Services; Robert P. Boyle, Deputy Assistant Administrator for International Aviation Affairs; Robert W. Martin and A. D'Arcy Harvey of AT; Ellwood M. Mundy, FS; Harold O. Frederick, IA; J. W. Rabb, NS; and David M. Munson, BU. Hans Omenitsch, IA, is on the Program Advisory Committee. In addition, the conferees will visit FAA facilities at the Aeronautical Center in Oklahoma City; NAFEC in Atlantic City and the Washington ARTCC at Leesburg, Va. The seminar, sponsored by the Agency for International Development with support from American U., FAA, and the CAB, also features representatives from 15 countries and aviation leaders from industry and other Government agencies. It is the second session to be held for discussion of areas of mutual concern such as a national airspace system, national transportation system and economics, air operations and international aspects of air transportation. The first seminar was held in 1965.

ESIS/FARE PROMOTIONS AND REASSIGNMENTS ANNOUNCED . . . ESIS selections are: Calvin H. Davenport, Chief, Procurement Division, AC; John Rees, M.D., Medical Officer (Internal), WE; Kent W. Fendler, Executive Officer, AC; and James Dollard, Chief, Personnel and Training Division, EA. FARE selections are: Michael A. Roman, electronic technician, IA, Tehran, Iran; Norman T. Swainson, electronic technician, IA, Tehran, Iran; Donald H. Meck, airport administration and operations specialist, IA, Bolivia, and Joseph M. Del Balzo, electronic engineer, EU, Brussels, Belgium.

CAPSULE COMMENT . . . General J. C. Maxwell to the Aero Club of Washington on the occasion of the 40th anniversary of Lindbergh's transatlantic flight: " . . . as an Air Force Officer, I must admit that the thing about his (Lindbergh's) flight which impressed me the most was the fact that he took off from New York as a Captain and when he landed in Paris 33½ hours later, he was promoted to Colonel. That is what is known as supersonic promotion."

NORTH PACIFIC PASSAGE . . . Now that the North Pacific transoceanic air traffic exceeds air movements over the North Atlantic, two of the agency's ATC experts are meeting with FAA and industry in Anchorage, Alaska, May 24 to May 29, to study methods of improving traffic flow across this heavily travelled route. The two, Robert W. Martin, Chief, Air Traffic Control Operations and Procedures Division, AT, Washington, and John J. Staut of the New York ARTCC Oceanic Control, will then go to Tokyo for further discussions on June 1 to 3 with American and foreign flag air carriers and the Japan Civil Aviation Board (JCAB). They hope to establish new ATC procedures and routes for both civil and military aircraft using the North Pacific air routes.

FLIGHT SERVICE STATION STUDY PROGRESSING . . . An FAA/Industry Working Group has been meeting over the past few months to assist FAA in developing a sound basis for planning the future flight service program over the next five years. The group has concluded its deliberations and has recommended a five year plan which is being reviewed by the Executive Committee. Meanwhile, Air Traffic Service requested input from regional AT division chiefs in a meeting in Washington last week. The agency is in the process of reviewing the entire report for its suitability and application to the objectives of the flight service program. The proposed program envisions the expansion of flight services to cover a greater number of aviation users in accordance with projected activity over the next five years.

SELECTIONS ANNOUNCED FOR 1967-68 ADMINISTRATIVE MANAGEMENT DEVELOPMENT PROGRAM . . . The Administrator has approved the selection of 20 employees for this program which includes academic training at Syracuse University and management assignments within the agency. Those selected are: Wayne B. Karl, SO; Horace O. Adams, PC; Eugene L. Burdick, EA; James E. Richardson, Jr., EA; Donald P. Watson, SW; Frank E. Berry, AL; Stuart Halsey, WE; Vincent J. Mellone, WE; Stanley J. Grates, WE; James G. Keller, WE; Paul N. McMullen, CE; James A. Dille, CE; William J. Thievon, NA; Merle V. King, AC; James J. Given, RD; Edward J. Dowe, FS; Edwin N. Morey, FS; Raymond L. Goodman, AT; Robert E. Whittington, AT; and Samuel D. Wade, SO.

GUIDE OUT FOR UNSOLICITED PROPOSALS . . . The hows and wherefores of submitting an unsolicited proposal are contained in a new brochure now being distributed to assist prospective FAA contractors. Entitled "Guidelines for Developing and Submitting Proposals to Federal Aviation Administration," the brochure has been developed to encourage contractors to come to FAA with "proposals containing unique or novel ideas or concepts which they have originated, conceived or developed, and own, which have application to the work of the FAA."

WHO'S COVERED BY THE FAA'S BLOOD BANK? . . . You and your immediate family, including your parents, mother-in-law, father-in-law, all of your dependents, and any dependent brothers and sisters, are eligible. They need not live in the vicinity either. Blood will be provided in your name, from our Blood Bank, anywhere that the Red Cross operates. We still need about 100 pints by July 1. Please answer the plea for this life-saving cause.

13 to 5--AND THOSE AREN'T ODDS . . . The FAA gals are looking good--especially the Girls' Softball Team. The "Jetstars" started off the season by defeating the Federal Communications Commission's team by a score of 13 to 5. The girls' other opponents for the season are Banker's Security, Department of Immigration, and Washington Hospital Center. Go check this team out for yourself. A playing schedule is posted in the FA Club Room.

IT'S NOT A BONUS . . . Employees who recently decided to change their bond allotment from an E bond to a combination E bond and Freedom Share allotment may find their pay check for pay period No. 11 or 12 a slight amount larger than normal. One of these pay periods will be used to clear any small balances in bond accounts prior to implementing the new allotments. Refunds of such balances will appear in the bond deduction block on line three of statement of earnings. Pay checks will revert to normal the next pay period.

DON'T CALL NOISE ABATEMENT . . . Construction is in process on the eighth floor for the DOT Executive Suite. This work will of necessity result in noise and distraction. Your patience during this time will be appreciated. In the event that the volume of noise is such that business cannot be conducted, please call x25614.

THEY KEEP THE FLEET IN SHAPE . . . The agency's third highest honor, the Certificate of Achievement, was presented to the Aircraft Management Branch, FS, at Hangar 6, Washington National Airport. The Administrator, the Deputy Administrator, and other top officials were present to do the honors. Kenneth Hazlett, Chief of the Branch, accepted the recognition on behalf of his entire staff for their outstanding management, maintenance, and operation of the aircraft fleet used by FAA headquarters for transportation and training.

WELCOME TO FAA! . . . David Northup, Personnel Programs Division, PT; Yvonne Duff, Operations and Evaluation Division, GC; Pauline Price, Environmental Development Division, RD; Jack Newman, Procurement Operations Division, IM; Macieo Wells, Data Processing Division, HQ; E. Lorraine Lawton, Accounting Programs Division, MS; Lina Barnes, Logistics Policy and Standards Division, IM; Diane Farran, Personnel Operations Division, HQ; Donna Chura, Executive Staff, AT; Mae Hawkins, Personnel Operations Division, HQ; Virginia Fisher, Operations Division, FS; Patrick Russell, Engineering and Safety Division, DS; Bob Holsey, Office Services Division, HQ; Robert March, Office Services Division, HQ; Eleanore Sevrens, Accounting Operations Division, HQ; Darlene Smith, Office Services Division, HQ; and Ina Corcoran, ATC Development Division, R.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

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JUN 19 1968

William F. McLean
Administrator

68-25 June 17, 1968

Ac. .ons
Section Hq 610A

PAY RAISE APPROVED . . . President Johnson has signed the necessary executive orders to raise the salaries of civilians paid under the Classification Act and military personnel. The new salary rates go into effect in FAA with the pay period beginning July 14. The June 24 edition of HORIZONS will carry a wallet-size salary table which can be cut out.

MORE FACILITIES, PEOPLE NEEDED . . . The aviation industry and the press were briefed last week on what additional people, facilities and equipment are needed and will be requested by the agency as an amendment to the 1969 budget request if the proposed user charge legislation is approved by Congress. The present 1969 request, pending in Congress, calls for \$761.1 million; the request would call for an additional \$176 million.
The request, in part, would cover:

- An additional 3,851 positions: 1,723 in ARTCCs; 607 in towers; 557 in FSSs; 700 in Systems Maintenance; and 264 positions for Flight Standards.
- Additional facilities would include: new en route radars at eight locations; modification of 21 existing radars; ASRs at 36 locations; automated radar capability at 76 locations; 38 new towers; and 70 new instrument landing systems, complete with approach lighting systems and RAILS.
- Also \$23 million for R&D in the areas of air traffic control, navigation, aviation weather and aviation medicine.

The Administrator stated that if the Congress approves the proposed user charge legislation, and subsequently acts favorably on the agency's 1969 budget amendment, the result should mean an investment in air safety that will be a great step forward in providing a National Airspace System which will be more responsive to the growing demands of the aviation industry and the public.

NEW LOOK IN STATIONERY IMMINENT . . . New FAA letterheads are to be used beginning July 1. Use of the new stationery is explained fully in Change 7 to the FAA Correspondence Manual, issued last February. The new stationery will be available through normal supply channels. The blue memos (FAA Form 2800) will no longer be used as of July 1.

COMMUNICATIONS SERIES UNDER REVIEW . . . As reported in the May 5 INTERCOM, the CSC is conducting a study of the Communications Series, GS-390, 391, 392 and 393, to revise the classification and qualification standards. CSC has completed its study of FAA's communications positions. Interviews were conducted with personnel of the AT Communications Staff and the Headquarters Operations' Telecommunications Management Branch. Also, a CSC representative visited the Telecommunications Center in Kansas City.

PERSONNEL FOLDER IS IMPORTANT . . . Is your personnel folder up-to-date? Your personnel office will include all official actions. However, if you pass a Civil Service test, advise your personnel office and submit a copy of your notice of rating. Let them know what eligibilities you have and what outside training or education you have completed. Your personnel folder contains all the documents that deal with the progress of your career in the Federal Service, and management looks at the folder when considering people for promotion. It's easy to see why it's so important to keep this folder complete, and part of that job is up to you.

STAFFING INCREASES . . . Latest reports show that many regions have reached 100 per cent staffing levels in AT, FS and SM field categories. Others indicate that existing commitments should enable them to reach the 100 per cent goal by June 30. Total full-time permanent positions filled as of June 7 were 44,277.

COMMERCIAL PILOT TRAINEES ELIGIBLE FOR LOANS . . . Commercial aviation pilot trainees have been declared eligible by the Office of Education for loans under the National Vocational Student Loan Insurance Act. Student borrowers must be in full-time attendance at an eligible flight school, hold a private pilot's license and meet medical requirements for commercial pilots as set by the agency. They must be considered by their school as able to pass FAA proficiency examinations and capable of entering gainful employment in commercial aviation. They need not be high school or even elementary school graduates, and there is no age limit. Further information can be obtained from the Division of Student Financial Aid, Bureau of Higher Education, U. S. Office of Education, Washington, D. C. 20202.

EMERGENCY COMMUNICATIONS SYSTEMS ORDERED . . . Special self-contained communications transceiver units for emergency use in controlling air traffic have been developed by SRDS and ordered by the agency from Hydro=Space Systems Corporation. The three=watt, solid state, battery-powered systems will fill an FAA requirement for back-up air/ground capability in air=port control towers during periods of power failure or other emergencies. The self-contained units also can be carried directly onto airport landing areas for use at air shows, fly-ins and other special events requiring one-time emergency air traffic control service.

RANDOLPH SUBMITS LEGISLATION . . . Senator Jennings Randolph (D-W. Va.), a member of the Senate Civil Service Committee, has sponsored a bill to allow Federal air traffic controllers to retire optionally on full annuities at age 50 after 20 years of service.

ACCIDENT PREVENTION TEST PROGRAM BEGINS . . . The Southwest and Central Regions will begin a test program July 1 designed to help reduce general aviation accidents. The approach includes improvement of attitudes toward safety, increased knowledge, proficiency and judgment of airmen, and a reduction of hazards in the general aviation environment. General Aviation District Offices in the two regions will devote extra time to this project. Inspectors will be available to show films, lecture to groups, help others develop safety programs and will give courtesy proficiency flights to pilots who request them.

IT'S ALL RELATIVE . . . The nepotism restrictions in the Federal Salary Act of 1967 prohibit a public official from appointing, employing, promoting or advancing a relative to positions in his agency or advocating such personnel actions. A relative is defined as father, mother, son, daughter, brother, sister, uncle, aunt, first cousin, nephew, niece, husband, wife, all in-laws, step-parents, step-children, step-brothers and sisters, and half-brothers and sisters. This new restriction is in addition to the well established policy prohibiting the assignment of close relatives to positions in which one relative may directly or indirectly supervise, control or influence the work or the employment status of the other relative or the affairs of the organizational unit in which the other relative is employed.

NEW OBSTRUCTION MARKING, LIGHTING STANDARDS DEFINED . . . A new Advisory Circular tells how to mark and illuminate obstructions to air navigation to best indicate their presence to aircraft in flight. Titled "Obstruction Marking and Lighting," it is the first major revision in the publication in five years. A significant change is an increase from 170 to 200 feet in the minimum height of objects recommended for lighting and marking. This coincides with Part 77 of the Federal Aviation Regulations.

TOWER COMMENDED . . . Montgomery (Ala.) Tower recently received a letter of commendation from Josh Couch, Airport Director. The letter praised the tower crew for their efforts in handling the unusual amount of traffic which occurred in Montgomery shortly before the funeral of Governor Lurleen Wallace.

PILOT POPULATION GROWS . . . The number of active pilots in the United States has increased 100 per cent in the past 10 years. There were 618,000 active U. S. pilots at the end of 1967 as compared with 309,000 at the end of 1957. Moreover, most of this growth in the pilot population occurred during the past four years. From 378,000 active pilots at the end of 1963, the total jumped to 618,000 at the end of 1967 -- better than a 60 per cent increase.

ESIS SELECTIONS . . . Recent promotions and reassignments include: Lambert Irons, Financial Analyst, Program Analysis Branch, Plans and Programs Division, Office of Supersonic Transport Development; George Freitag, Assistant Chief, Air Traffic Division, Eastern Region; and Brian Vincent, Assistant Chief, Flight Standards Division, Eastern Region.

GUIDRY LAUDED . . . Mrs. Ida Guidry, from the Aeronautical Center, received the agency's Outstanding Handicapped Employee of the Year Award from Administrator McKee. In turn, the Administrator accepted the CSC's Special Service Award from Chairman Macy. Look for the full story in next week's issue of Horizons.

ESIS HANDBOOK REVISED . . . ESIS personnel who are maintaining a personal copy of the ESIS Handbook 3330.22 should add code 9050 in part I on page three of appendix one, representing Defense Readiness experience. A change in the handbook which includes this and other minor corrections is being distributed to users of the system.

ELECTRICAL POWER MODIFICATION FOR BOSTON ARTCC . . . About June 23 the Boston ARTCC will undergo a temporary loss of its electrical power system to permit maintenance personnel to effect a modification which will aid the ATC system in future routine maintenance checks. The shutdown will take place in the wee hours of the morning when air traffic is light.

AIR TAXI CENSUS PUBLISHED . . . Results of the comprehensive 1966 census of air taxi operators, the first of its kind, has been published by the agency. Of the 3,530 air taxi operators on record with the FAA, 70 per cent responded to the questionnaires soliciting data on departures, passengers, fuel consumed, employment and other information. Using 11,063 aircraft -- both on part-time or full-time basis -- air taxi operators flew 2.8 million hours in 1966. They carried 4.7 million passengers and 174,302 tons of air cargo. The air taxi fleet included 7,430 single engine piston aircraft, 2,848 multi-engine piston aircraft, 95 turboprops and turbojets and 690 rotorcraft. Air taxi hours flown accounted for 13 per cent of the total for general aviation flying.

MEN'S SOFTBALL TEAM ON TOP . . . Behind the brilliant one-hit pitching of Ron Moffett, the FAA men's softball team won the first half championship in League #10 by defeating Peoples Life Insurance Company 1-0. The team ended the first half of play with a perfect 5-0 record.

SEMINAR ON ORGANIZATIONAL BIAS HELD . . . The last Seminar on Organizational Bias to be conducted during FY-68 was held June 4 - 5 for the Washington area at Headquarters. Dr. Leonard P. Aries of the National Conference of Christians and Jews and a team of prominent lecturers led the seminar. Feedback from those attending continues to be quite favorable. Other seminars were held recently in Atlanta and Ft. Worth.

HOW OLD IS ANTIQUE . . . The question of what makes an antique has been settled--at least as far as airplanes are concerned. As part of a recent rule-making action, the agency defined an antique airplane as one built at least 30 years ago, regardless of when certificated. Replicas of aircraft built at least 30 years ago also are classified as antiques under the new ruling. Previously, the antique classification was limited to aircraft certificated before Jan. 1, 1933, and to replicas of these aircraft. The new method of classification means that the antique airplane category will be enlarged automatically with each passing year.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

JAN 6 1969

William F. McKee
Administrator

Acquisitions
67-26 June 26, 1967 610A

INTEGRATED CIVIL/MILITARY ATC OPERATIONS STUDIED . . . The head of the United Kingdom's mission to the FAA, Norman V. Lindemere, has begun a study of the agency's integrated civil/military air traffic control system. Last week, he visited the Southern Region Headquarters in Atlanta and a typical joint-use airport at Jacksonville, Fla. He was escorted by Edward C. Krupinski, assistant chief, ATC Operations and Procedures. Lindemere observed joint operations at the Imeson Airport in Jacksonville and the Jacksonville Center where controllers handle the integrated traffic of the Florida Air National Guard and other military and civil aircraft. Lindemere plans to visit other joint-use airports during this study.

CHALLENGING THE YOUNG IS EVERYONE'S BUSINESS . . . President Johnson has again directed the government to give leadership to the Youth Opportunity Campaign. The agency's responsibility for making the Summer Employment Program attractive and challenging to the 1,000 young people to be employed by the FAA this year was outlined in a memorandum to office and service heads and regional and center directors. Administrator McKee emphasized that hiring young men and women is not enough -- our aim is to provide meaningful work and training opportunities.

COPTERS TO D.C. AIRPORTS A POSSIBILITY . . . The CAB has received an application from a group of 11 airlines to link downtown Washington by helicopter with Dulles, Friendship and National airports, and also linking the airports with one another. The carriers plan to put up the necessary capital to finance the operation and said in the application that any losses would be underwritten by their own resources. The CAB has received many applications to provide such service in the last several years, but most fell through when the Board ruled that the operation should not be subsidized.

VIEWS ON HATCH ACT BEING ASKED . . . Government employees around the country are being canvassed to determine the degree of understanding among average Federal employees concerning provisions of the Hatch Act and whether they feel they are adversely affected by it. The survey, being made by the Commission on Political Activity of Government Personnel, which was established by Congress, is being conducted by interviews with a random sample of 1,000 Federal employees who are affected by the Act, have full-time appointments, are over 21, and have had at least one year of Federal service.

ADMINISTRATOR PRESENTS FAA MECHANIC OF THE YEAR AWARDS . . . The outstanding contributions of two aviation mechanics to air safety will be recognized next Tuesday when the Administrator presents them with FAA's annual Mechanic of the Year Award for 1966. Winifred R. Gilliland, an aircraft maintenance instructor for American Airlines in Tulsa, Okla., and Forrest L. Stolzer, a pilot and maintenance supervisor for Central Flying Service in Little Rock, Ark., were selected in a nationwide competition which recognizes the important role of the mechanic in aviation safety. Participating sponsors on the awards, the Air Transport Association of America, American Aviation Publications, and the National Aviation Trades Association will present cash awards of \$500 to each winner.

NEW MAINTENANCE IRREGULARITY REPORT STARTED . . . On July 1, general aviation maintenance and avionics inspectors will report aircraft maintenance troubles on a new form in a fresh Flight Standards effort to reduce general aviation accidents. The Maintenance Irregularity Report will describe maintenance troubles that will be fed into computers in the Maintenance Analysis Center at the Aeronautical Center. ADP readouts will be studied by maintenance analysts who will detect potential accident trends and indicators. These indicators will form the basis for directed safety investigations. Inspectors will be directed to investigate and research maintenance problems to assist in developing the information necessary for their final resolution by the controlling region. This program supplements the existing Malfunction or Defects Program which will continue to be used to process industry submissions of troubles. The M or D Program is being given additional emphasis coincidental with the introduction of the new program. It is anticipated that both efforts will have a substantial effect on the reduction of accidents due to mechanical causes.

INTEREST IN "SYSTEMS APPROACH" GROWS . . . The "Systems Approach to Management Decision Making" was described last week by J. Meisel, Deputy Director of Management Services, to the first 30 of 300 executives who requested the briefing. The Systems Approach has been defined as an organized method of analysis in which all the elements of a problem are weighed in relation to each other and to specific objectives. It provides an overall cohesive framework within which decision makers can more effectively achieve the agency's basic mission, safety, through the analysis of alternatives, the measurement of results, and the interrelation of program goals. The PPBS (planning-programming-budgeting system) is one example of the formal application of the Systems Approach. Other examples include the Integrated System for Facilities Maintenance Management and the Aircraft Program Management System. The Systems Approach is fast becoming a way of life in the more progressive segments of government and industry. In FAA, it has been adopted as the key way of managing and to this end the agency has revised the curricula of the Executive School and the Management Institute around that basic theme.

MORE ON DISCLOSING EMPLOYMENT AND FINANCIAL INTERESTS . . . Civil Service Commission (CSC) regulations governing employee responsibilities and conduct will be amended effective August 9, thereby requiring a corresponding change in FAA regulations. One CSC change will require fewer employees to file the Statement of Employment and Financial Interests, FAA Form 3750-1. As a result, the Commission has extended the date for the submission of the annual supplementary statement from June 30 to September 30, 1967, so that only those employees covered by the amended regulations will be required to file. Amended FAA regulations will be issued at an early date.

RULEMAKING SUMMARIZED . . . During the week of June 14 - 20, the FAA issued Amdt. 91-42, effective August 15, 1967, to establish a tolerance for correspondence between automatic pressure altitude reporting equipment and the pilot's altimeter, and to require deactivation of that equipment when directed by ATC; Amdt. 121-29, effective June 22, 1967, extending until December 15, 1967, the compliance date for installation of flight recorders in accordance with Part 25 on airplanes operated under Part 121.

ESIS/FARE PROMOTIONS AND REASSIGNMENTS ANNOUNCED . . . Selected through ESIS are: Dan Alperin, Chief, Small Business Management Analysis Branch, Installation and Materiel Service, Washington; Stanley Perlick, Chief, Flight Standards and Airports Program Division, Office of Budget, Washington; John Hargrave, Executive Officer, Central Region; Kenneth S. Cooper, Chief, ACDO #33, Kansas City, Mo., Central Region; Robert O. Brown, Chief, Airports Branch, Kansas City Area Office, Central Region; Edwin W. Whiteford, M. D., Medical Officer (General), Certification Branch, Aeromedical Standards Division, Office of Aviation Medicine, Washington. FARE selections are: Harry J. Hughes, Flight Inspection Pilot, CAAG, OIAA, Bangkok, Thailand; Franklin Wise, Engineering Technician, OIAA, Technical Assistance Division, Saigon, Vietnam; Samuel G. Jones, Electronics Engineer, OIAA, Technical Assistance Division, Saigon, Vietnam; Walter A. Rushing, Electronics Engineer, OIAA, Technical Assistance Division, Saigon, Vietnam; Irving E. Kitley, Bion R. Estabrook, and Carl R. Sandstrom, Electronic Engineers, OIAA, Technical Assistance Division, CAAG, Saigon, Vietnam; Myron C. Gates, Edmund Spring, Robert F. E. Lavalley, and John W. Jones, Air Traffic Control Specialists, OIAA, Technical Assistance Division, Saigon, Vietnam; Dwayne D. Westfall and George C. Koryta, Air Traffic Control Specialists, OIAA, Technical Assistance Division, Saigon, Vietnam.

FSS PROGRAM PROPOSAL MOVES AHEAD . . . Air traffic division chiefs from the five conterminous regions met with the Director, Air Traffic Service on June 13 and 14 to review regional proposals on modernizing Flight Service Stations. Generally the regional proposals were similar to the FAA/Industry DOD System Plan. Air Traffic Service is now considering the five regional plans in preparing a revised national proposal for presentation to the Agency Executive Committee within the next few weeks.

MR. CLEAN SAYS . . . The stairwells have become a haven for litterbugs. Coffee cups, waste paper and cigarette butts do not improve the appearance or sanitary conditions of our "home away from home." Please use a trash receptacle instead of the floor.

WELCOME TO FAA! . . . Ruby D. Armstrong, ATC Development Division, RD; Sandra B. Norried, Environmental Development Division, RD; Linda S. Walden, Dulles, CA; Mary K. Crowell, Administrative Staff, NASPO, Jeanette Taylor, Accident Investigation Staff, FS; Patricia Lynch, Financial Management Staff, CA; Marilyn K. Berkoski, Executive Staff, RD; Alberta K. Retallack, Executive Staff, IM; Brian S. Gaskill, Office of the General Counsel; James J. Goeller, ATC Development Division, RD; Holly Walters, Executive Staff, IM; Jacqueline A. Deleonebus, Engineering and Manufacturing Division, FS; Gertrude Graff, Publishing and Graphics Division, HQ; Johanna S. Patchan, Environmental Development Division, RD; James L. Stephenson, Procurement Operations Division, IM; Stephen R. Horwat, Aircraft Programs Division, FS; Mary K. Wojtowicz, Executive Staff, RD; Helen M. Lewis, Career Systems Division, PT.

AWARDS AND REWARDS . . . Office of Audit during June granted a Quality Within-Grade increase to William J. Murphy, Jr. Charles W. Carmody, Chief, Program Requirements Staff, PD-4, was presented a Special Service Award. The Office of SST presented Patricia A. Gibson a Sustained Superior Performance Award.

BLOOD FLOWS . . . "Everyone has been wonderful about volunteering to give blood so that we can keep FAA's blood bank open. We certainly appreciate it," says Marie Harris, who is pinch-hitting as blood donor chairman. Approximately 15 more pints are needed by the end of the week, however, to keep the bank in operation. Marie will be more than happy to hear from you.

AUDITORIUM TO GET UPDATED . . . The auditorium of the third floor here at headquarters is being greatly improved. The sound system will be better balanced and have greater fidelity, mike jacks will be relocated to allow greater flexibility and more convenient audience response, and the projection booth will be redesigned to allow one operator to operate all the audio/visual equipment from one position. For this improvement, the auditorium will be closed the week of July 17.

KATHARINE STINSON WELCOMES WOMEN ENGINEERS . . . When the 150 members of the Society of Women Engineers convened in Washington last week for their 17th Annual Meeting, they were welcomed by Katharine Stinson, Technical Assistant in the Flight Standards' Engineering and Manufacturing Division, who is chairman of the society's Baltimore-Washington section. Miss Stinson is a past national president of the society, whose primary purpose is to make known the need for women engineers and to encourage young women to consider an engineering education. The society serves as a center of information on women in engineering and assists women in readying themselves for a return to active engineering work after temporary retirement.