

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

FAA Library

JAN 6 1969

William F. McLean
Administrator

67-27 July 3, 1967

Acquisitions

AT CAREER PLAN PROGRESSES ~~Section Hq 610A~~ The returns on more than 10,000 questionnaires, designed to inventory the skill, experience and mobility of the important ATC work force, have been entered into the computer for processing. The air traffic career analysis team is presently meeting in Washington. This team is composed of R. O. Siegler, Chief, Air Traffic Division, Central Region, S. L. Poe, Boston Area Office, and Gene White, Program Officer, Southern Region. The purpose of this meeting is to start the initial phase of the research that will lead to a formalized career planning program for air traffic controllers. The team members will meet with air traffic facility personnel over the next month to glean ideas.

MAKING READY FOR THE V/STOLS . . . In the near future, vertical and short takeoff and landing (V/STOL) aircraft in greater numbers are expected to become a part of the civil air traffic picture. To study their effect on the air traffic control system, a six-week dynamic simulation program began at NAFEC last month. Appropriate ATC procedures and techniques will be developed from the study to accommodate this type of versatile vehicle into the system. The test model was developed around the Los Angeles terminal area complex, using a 1975 forecasted traffic sample. The simulation program, which was requested by the FAA V/STOL Study Group, is being directed by G. A. Scott, RD, and H. F. Slattery and R. C. Conway, NAFEC.

DIAL COMMERCIAL NUMBERS DIRECTLY OVER FTS . . . Effective today, July 3, official calls via FTS to commercial numbers can be dialed directly without GSA operator assistance. When the commercial telephone number to be called is known, dial "8," wait for a dial tone, then dial "0" plus the area code and the seven-digit commercial number. GSA operators cannot provide commercial information. Therefore, when a commercial number is not known, it must be obtained from the commercial information operator. To reach long distance commercial information, dial "9" plus the area code and 555-1212. This is the national information operator. There is no charge for this service. After receiving the long distance commercial number, hang up and dial direct over the FTS. The FAA headquarters identification symbol furnished to each office and service is still valid and will be used to obtain assistance from GSA operators. It will also be required when GSA conducts a sampling of our FTS usage to determine allocation of charges.

MAINTENANCE MANAGERS MEET . . . Maintenance managers got together at the Aeronautical Center last week to discuss usage of the Integrated System for Facilities Maintenance Program Management in the sectors, areas and regions, and also talked over problems encountered and their solutions. Information received at the meeting will be used by the managers in conducting similar seminars in their areas.

CONTROLLER CHARTS IMPROVED . . . The Controller Chart series, designed to give controllers and pilots the same basic aeronautical information from which to work, is undergoing its second major improvement in its three-year existence. Improvements in the 52 Controller Charts covering the National Airspace System include major airports by runway pattern, addition of mileage scale, airway widths which exceed four nautical miles from centerline, and generally improved symbols and type selection to eliminate clutter. The specially designed, translucent paper charts are published every 28 days.

FSS EFFORTS ACKNOWLEDGED . . . The National Flight Data Center (NFDC) reports a record of over 10,000 contacts made with the field facilities to validate information on the status of data elements in the National Airspace System during this last fiscal year. Of these, approximately 8,000 were direct telephone or teletype requests for information from flight service stations throughout the country. The NFDC reports that the support by the flight service stations has been outstanding. Special note was made of the flight service station support in a meeting that Archie League, Director of Air Traffic Service, had with the air traffic division chiefs of the Regions last week.

TRANSPONDER CODE 7600 RESERVED FOR FUTURE . . . Inquiries regarding the use of radar beacon Code 7600 for airborne radio failure are received by the ATC Operations and Procedures Division every few weeks from both ATC facilities and industry organizations due to misinterpretation by a controller or a user. To clarify, (1) Code 7600 is reserved for future use in the United States to indicate communications failure; (2) its general usage has not been implemented yet; and (3) ATS does not expect to see it used appreciably until the commissioning of the NAS alpha-numeric system.

DOW, JAMES, RECEIVE EXECUTIVE ASSIGNMENTS . . . The Civil Service Commission has approved the assignment of James E. Dow to the position of Director of Budget. The former Deputy Director of the National Airspace System Program Office has recently completed the Princeton Mid-Career Fellowship Program. Also approved by CSC is the promotion of Ollie L. James from his present position of Executive Officer, Aeronautical Center to the post of Chief, FAA Depot at the Center.

DEADLINE NEARS FOR OPT TRAINEE PROGRAM . . . July 15 is the cut-off date for receipt of applications from technical employees who wish to qualify as personnel management specialists. Notice 3410.9 announces the Office of Personnel and Training's fifth annual trainee program. Besides being an excellent developmental opportunity for those who participate, this program has demonstrated that technical mission experience is very useful to OPT in carrying out its personnel management and training functions.

BIG PROFITS FOR U.S. FIRMS FROM AIR SHOW . . . American manufacturers exhibiting at the Paris Air Show made over \$1 million in immediate sales, according to a Commerce Department report. Exhibitors also expect to get more than \$16.5 million in the next year out of sales that would be attributed to participation in the show, the report said.

RULEMAKING SUMMARIZED . . . During the week of June 21 - 27 the FAA issued Amdt. 25-13, effective July 27, 1967, to prescribe more comprehensive design and test requirements for hydraulic systems in transport category airplanes; and Amdt. 151-19, effective June 28, 1967, to clarify § 151.7 and to specify a date that controls the applicability of technical guidelines for the FAAP.

Also issued was Notice 67-23 proposing to revise the experience requirements for chief flight instructors of certificated flying schools (comments due before August 29, 1967); and Notice 67-14A extending to September 9, 1967, the comment period on Notice 67-14 which proposes to revise the type certification standards for small airplanes.

SPREAD THE WORD . . . Many challenging opportunities exist for engineers who choose a career with the FAA. Civil Service positions in almost every engineering specialty are available in locations throughout the U.S. and Washington, D. C. We'll need all the help we can get if we're going to compete in today's labor market. Give your local personnel officer the name of any job prospect and he'll take it from there.

NO OPEN SEASON THIS YEAR . . . Results of last November's open season under the Federal Employees Health Benefits programs show that nearly all eligible employees are now enrolled in the program and that they are satisfied with their plan and option. As a result of this information, the Civil Service Commission has decided not to have an open season this year.

SST CAN COMPETE . . . Imagine the entire population of Japan making a round-trip flight to San Francisco once a year. That adds up to a trillion revenue passenger miles, which is what the airlines of the Free World will be flying by 1990, according to Maj. Gen. J. C. Maxwell, Director of SST Development. In a Los Angeles speech to the Society of Automotive Engineers, General Maxwell noted that \$90 to \$100 billion worth of airplanes must be built over the next 25 years to handle this traffic and that the SST will capture a large share of this market if it is an "efficient, reliable, and -- above all -- economical airplane." He also said that "a \$100 billion market is not just a frill or a luxury. I think the supersonic aircraft can and will effectively compete in this market." He estimated that up to \$50 billion worth of SSTs might be sold in the 1975-1990 time period, even if the airplane cannot fly supersonically over populated land areas.

U.S. ARMY SALUTES THE FAA . . . The U.S. Army will salute the FAA at its "Torchlight Tattoo" Wednesday night at the Jefferson Memorial, and all FAA'ers are invited to attend. The Administrator will be guest of honor at the ceremony during which special tribute will be paid to the FAA's relationship to the Army. This pageant of military precision and music performed by the Army's Third Infantry (The Old Guard) and the Army Band and Chorus will highlight intricate marching and rifle drill, patriotic musical selections, and colorful flag presentations. Unreserved seating for 5,000 people is available. The program begins at 8:30 p.m., and parking is available on Ohio Drive at the west side of the Tidal Basin. Army shuttle buses will pick up passengers on Ohio Drive at points designated by "shuttle bus pick up" signs, beginning at 7:00 p.m., and will continue shuttling back-and-forth until the conclusion of the show.

SHORTAGE OF STENO NOTEBOOKS . . . The current shortage of stenographer notebooks in the GSA self-service store is a national problem rather than just a local one. This situation was caused by the demand far exceeding the supply available to the General Services Administration. GSA is making every effort to correct this condition as soon as possible. Until the supply of notebooks in the GSA self-service store returns to normal, offices having a surplus should make every effort to return any surplus to the self-service store. As these notebooks become available in the self-service store, employees should order only what they really need.

REMINDER TO TRAVELERS . . . Agency personnel on official travel are reminded that the Compliance and Security Staff, HQ-10, must be notified at least five days in advance of proposed visits to other government and industry facilities that are engaged in classified work. This is absolutely necessary in order to properly effect certification of clearances. Also, GAO has recently brought to the agency's attention two points which travelers should remember. First, commercial rental cars should not be used if GSA cars are available and will serve the purpose. If rental cars are used, the travel voucher must explain why. Secondly, travel advances should not exceed the traveler's expected costs and should be promptly returned when no longer needed.

RECENT APPOINTMENTS . . . Donald T. Heiman, Alaskan Region Compliance and Security Division Chief, has been selected as Program Manager for Ethical Conduct, Investigations Division, Office of Compliance and Security. Bill Ramsey, now assistant chief of the Standards Division, AS, will become Deputy Manager of the Minneapolis Area Office. Eugene D. Slyman, formerly Program Manager in the Office of Audit, has been selected as Deputy Director. Gordon T. Hey, former Deputy Director, has accepted the position of Deputy Director of Audit with DOT.

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AUG 31 1967

William F. McLe
Administrator

67-28 July 10, 1967

Technical
Branch, HQ-610

ONE OF THOSE DAYS . . . The Chicago Center hit a new peak day on June 28 with 5,562 operations. The Center also wound up Fiscal Year 1967 without a systems error in one million operations. Traffic was up 100,000 over FY 1966. The New York Center also made the record books in June. Operations totaled 5,385 on June 30, breaking a 5,115 operation record set the previous Friday. The Center also had a record month with 115,199 operations.

"BIAS" SEMINARS TO CONTINUE . . . The FAA will continue to hold seminars on Organizational Bias during FY 1968. The prototype seminar, held last July, proved so successful that a total of 10 additional seminars were presented in various locations during FY 1967. The program has achieved favorable results in terms of stronger attempts to tap the manpower resources represented by minority groups and has aided agency efforts in supporting the EEO. The seminars will continue to be presented under the leadership of Dr. Leonard Aires, Vice President, National Conference of Christians and Jews. The Management and General Training Schools at NAFEC are handling schedules and arrangements for the seminars.

NEW TOWER DESIGN SAVES MONEY . . . A new design for control towers at medium activity level airports will save the agency some \$200,000 per tower in construction costs. Developed by the Systems Research and Development Service, the new design calls for constructing the medium activity radar and non-radar ATC towers with concrete shaft heights of 60, 75, 90, and 120. All will have the standard prefabricated pentagonal tower cab with 300 sq. ft. of operating space. Twelve of the new towers are scheduled for construction in FY 1967 with an estimated cost reduction of around \$2.4 million.

A LUCRATIVE YEAR FOR EMPLOYEES . . . When all the figures are finally in, it looks like FY 1967 will be a good year for agency employees. Totals, for the first three quarters of the year, show that more than 63 employees in every 1,000 received performance awards. There were also six employees honored by the Civil Service Commission for their significant contributions through the suggestion program which resulted in tangible first-year savings of over \$10,000 each. Total submissions of suggestions, also for the first three quarters of the year, decreased, but adoptions increased. The Pacific Region still leads in both the rate of submissions (391.1 suggestions per 1,000 employees) and in the adoption of suggestions (86.8 adoptions per 1,000 employees). The Aeronautical Center has received the highest dollar benefits from suggestions -- employees took home \$97,625!

REPORTS MANAGEMENT PROGRAM SIMPLIFIED . . . Heads of offices and services can now request and approve reports from any part of the agency rather than submitting them to Management Services. Regional and Center directors can also delegate these responsibilities to their division chiefs, thus decentralizing and speeding up the process. The program and procedure revisions are spelled out in the new Reports Management Handbook 1340.1 and Order WA 1340.1.

CAPSULE COMMENT . . . Secretary Boyd in Oklahoma City: "Sometimes, when we talk about the potential for aviation growth, we like to say the sky is the limit. But the sky is not the limit. The ground is. The human world may seem small and insignificant from an altitude of, say, 20,000 feet, but it is the people below -- their desires and needs, their cities and communities -- that air travel, like any other form of transportation, serves. Air flights begin and end on the ground -- and their main purpose is to move people and products more swiftly than any other means from one point on the ground to another. I emphasize this obvious point because I think we can no longer afford to overlook or ignore it -- as sometimes we have in the past. We can no longer become so absorbed by the awesome aircraft we build that we forget to build the airports that must accommodate them and the people and the products they carry."

SHOWING AN FAA FILM ON TV? . . . Public Affairs Officers and others who make arrangements for FAA films to be shown on television should be sure to notify the Film Library (AC-921) when ordering that the film is intended for TV use. This will insure that the best print available will be sent. FAA films are used continually and frequently suffer scratches and other defects. If you have been sent a film that you believe not suitable for public showing because of its condition, call it to the attention of the Film Library when you return it.

RULEMAKING SUMMARIZED . . . During the week of June 28 - July 4 the FAA issued Amdts. 1-13 and 91-43 to prohibit the careless or reckless ground operation of aircraft on the surface of an airport. Also issued were: Notice 67-11A extending to September 9, 1967, the comment period for Notice 67-11 which proposes to provide additional airworthiness standards for small airplanes that are capable of carrying more than 10 persons and are intended for use under Part 135; Notice 67-24 proposing to amend § 91.25 to allow VOR equipment checks to be conducted outside the United States using test signals and checkpoints that have not been approved by the Administrator (comments due before September 5, 1967); Notice 67-25 proposing to establish conditions for operations in the United States by foreign civil aircraft that do not have a currently effective airworthiness certificate (comments due before September 6, 1967); and Notice 67-26 proposing to limit the privileges of certain lighter-than-air pilots in operating hot air balloons (comments due before September 6, 1967).

WHO'S ON FIRST . . . Following is a status report on Administration-backed legislative proposals affecting Federal civil service employees:

- (1) Pay Increase -- H.R. 8261 and 8262: The House Subcommittee on Compensation of the House Post Office and Civil Service Committee has completed hearings and the full Committee is expected to take up their recommendations in the next few weeks. The Senate has taken no action other than to introduce S. 1489. These bills incorporate the President's request for an across-the-board 4.5 percent increase effective October 1.
- (2) Retirement System -- H.R. 6784 and S. 1383 have been introduced to provide for transfer of credit from the civil service retirement system to social security for coverage of survivors of employees who die before completion of the required five years of service; and H.R. 10912 to provide for more adequate financing for the civil service retirement fund. No action has been taken.
- (3) Life Insurance -- H.R. 11089 and S. 271. The proposals differ mainly in amount of minimum coverage. However, there is agreement with the \$40,000 maximum provision in both proposals.
- (4) TAPERS -- H.R. 8495 and S. 1320. This legislation would give career status to temporary appointment employees who are on the rolls for four years. No action has been taken.

CANADIAN/UNITED STATES MEETING . . . Canadian government officials held a three-day meeting with the Air Traffic Procedures Branch to work out the Canadian/United States Air Traffic Control Agreement, which will permit the respective countries to control aircraft in the other's air-space under that country's procedures. This agreement will be carried out on a center/area basis and will be completely implemented before the end of 1967.

CAB PROPOSES LICENSE FEES . . . The CAB has announced in a "proposed rule-making" its intention to charge fees for filings in such areas as tariffs, certificate applications and license fees applicable to airline operating certificates. The Board plans to charge \$1 per page for tariff filings; a special tariff permission, or short notice filing will cost \$7; a filing fee of \$2,000 will be charged for submission for a certificate, or for the modification of a certificate, will cost \$200 of which \$100 will be refunded if the application is dismissed. The CAB says the charges will not be applicable to direct or indirect foreign air carriers, nor to governments or instrumentalities.

ROTORCRAFT ASSOCIATION HOLDS ANNUAL FLY-IN . . . The Popular Rotorcraft Association's Fifth International Fly-In at Rialto, Calif. was held June 23-June 25. J. K. Croft, FS-440, who attended the meeting, reports that the association, formed in October 1962, has grown to over 6,300 members who operate an estimated 2,000 gyro gliders and gyroplanes, 114 of which participated in the fly-in. Members from Mexico and Canada were in attendance and 37 states including Alaska were represented.

BILL DARBY RETIRES . . . William (Bill) B. Darby, who has served as FAA liaison to the USN Flying Safety Headquarters at Norfolk NAS, will end an outstanding career with the FAA and CAA on July 29. Bill has been on this assignment for about two years prior to which he served in similar capacities with the Air Force Communications Service at Scott AFB, Illinois, and the Air Defense Command at Hancock Field, Syracuse, New York. He has had 25 years of government service.

AWARDS AND REWARDS . . . In the National Airspace System Program Office, Marcia Thompson received a Special Service Award, and Ruby Shantz was granted a Sustained Superior Performance Award. Awards presented by the Bureau of National Capital Airports for the period February through June 26, 1967, were: Quality Within Grade Increase - Herbert F. Fletcher, Robert B. Smithes, Harry F. Bolfig, Mrs. Hazel Warrick, James A. Wilding, William B. Kitchens, Mrs. Audrey Rakes, Herbert E. Sperry, Clarence F. Huey, Jr., Frank F. Blessington, Ivan J. Money, Jr.; Sustained Superior Performance - Albert J. Entremont, Carol E. Bradley, Arthur E. Nutter, Ralph H. Courson; Special Service Award - David H. Davenport.

IF IT MOVES, DON'T . . . Garage attendants are the only persons authorized to move the cars in the parking garage. Anyone else moving them without specific authorization is personally liable for any damage incurred, and is subject to having his parking privileges cancelled.

TOASTMISTRESS INSTALLATION TOMORROW . . . The Federal Aviation Toastmistress Club is holding its installation dinner on July 11, at the Naval Gun Factory, at 6:00 p.m. New officers for the 1967-68 term will be installed. Everyone welcome. For further details, contact Laura Noble, ext. 27001.

WELCOME TO FAA! . . . Charlene M. Smith, Executive Staff, RD; Martha I. Wadey, Executive Staff, IA; Ruth M. Wadey, Executive Staff, IM; Sherry L. Norris, Personnel Programs Division, PT; Rose M. Mroczka, Management Support Staff, MS; Carleen A. Carlinton, Personnel Operations Division, HQ; Milton S. Kreischer, Publishing and Graphics Division, HQ; Elizabeth C. Willingham, Maintenance Division, CA; Nannie M. Thompson, Accounting Operations Division, HQ; Joyce E. Bungard, Flight Information Division, AT; Joyce L. Goff, Office of the Chief, SST; Hilda E. Yoder, Executive Staff, IM; Susan F. Jernberg, Executive Staff, FS; Bob G. Bryant, Data Systems Division, MS; Helen N. Jones, Personnel Programs Division, PT; Mary C. Lancaster, Maintenance Division, CA; Shirley A. Haile, Personnel Operations Division, HQ; Joseph G. Gaskins, Publishing and Graphics Division, HQ; Barbara A. Suchian, Executive Staff, IM; Margaret M. Mathews, Maintenance Division, FS; Paulette B. Johnson, Engineering and Manufacturing Division, FS; Marie Pollard, Library Services Division, HQ; Billie R. Leshner, Executive Secretariat, OA; Monte Davison, Management Analysis Division, MS.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

JUL 24 1967

Technic
Branch, HQ-610

William F. McLe
Administrator

67-29 July 17, 1967

CONGRESS ACTS ON TWO EMPLOYEE BILLS . . . The House and Senate have passed two differing bills to **increase** Federal employee life insurance coverage. The House version provides for a life insurance policy based on salary plus one-third with a \$40,000 maximum. For example, an employee receiving a salary of \$5,867 would have insurance coverage totaling \$7,822 rather than the current \$6,000. The Senate bill provides for a \$10,000 minimum for all employees earning less than \$8,000 a year. For those earning \$8,000 or more, the bill would give them policies rounded out to the next highest thousandth of salary plus an additional \$2,000, up to a \$30,000 maximum. The bills agree only on payment of the premium cost -- the Government paying 40 percent and the employee 60 percent. The present plan has the employee paying two-thirds and the Government one-third of the cost. The House also amended and passed a Senate bill to ease the procedure for temporary employees to achieve permanent status. The House measure would require TAPERS to have a minimum of three years of service without a break of more than 30 days, a recommendation from their agencies, and to pass appropriate Civil Service exams to qualify for career status. The Senate bill requires a minimum of four years' service. The bills now go to a joint House-Senate conference committee for resolving the differences.

MCKEE PRESENTS SAFETY AWARD . . . In a special ceremony last Thursday, the Administrator presented the President's 1966 Safety Award to Joseph C. Caldwell, Agency Safety Engineer, who accepted the award on behalf of all FAA employees. He lauded both their professional and personal efforts, and told them they "have turned the slogan of safety into a fact of reality." In praising the wholehearted participation of agency employees in the President's program to cut down on on-the-job accidents, the Administrator said, "We have set the kind of example the President called for and we have proved that outstanding achievements can be made when all employees give special attention to personal safety on the job." The award will be exhibited permanently in the headquarters lobby. The presentation was attended by the agency's Safety Program Officers.

SAIGON TOPS NEW YORK, CHICAGO . . . The Saigon Terminal Area racked up a new record of air traffic operations during May with a total count of 115,015 at Tan Son Nhut and Bien Hoa. During the same period the three major airports in the New York Terminal Area had a combined total of 90,979 movements. The Danang Air Base outdid Chicago's O'Hare Airport, also in May, with 65,983 operations as compared with O'Hare's 56,193.

NORTH ATLANTIC NAVIGATION ACCURACY BEING CHECKED . . . A comprehensive nine-month survey is under way to measure the navigation accuracy of turbojet aircraft flying the heavily-traveled North Atlantic routes. The flights will be monitored by ground radars at Gander, Newfoundland, and Kilkee, Ireland, plus three U.S. Coast Guard vessels specially equipped with radar monitoring equipment which will scan a 400-mile wide mid-ocean swath of the east and west-bound North Atlantic air routes. The data collected will be used to plan future North Atlantic air separation standards and navigation systems.

A GREAT OPPORTUNITY . . . David D. Thomas, FAA Deputy Administrator, addressing over 150 Youth Opportunity Campaign workers employed at headquarters this summer, told the youths that their summer work experience, if taken advantage of, would benefit them in the future by teaching them to accept responsibility. He encouraged them to make the most of their opportunity by applying themselves and learning as much as possible about the agency. Over 1,000 YOCs have been hired throughout FAA to provide summer jobs for economically disadvantaged youths.

MORE RECORD HIGHS . . . The Aeronautical Center is being swamped with medical applications. A record-setting 46,495 were received last month, representing a 12 percent increase over last year. Receipts for June 1966 were 38,025. Applications for the first six months of 1967 totaled 210,135, a whopping 35 percent increase over the same period two years ago. Conservative crystal ball gazers figure that by the end of the calendar year some 445,000 medical applications will have been received at the Center.

WINICK GETS HIGH NAVIGATION HONOR . . . The Institute of Navigation has presented the 1966 Norman P. Hays Award to Alexander B. Winick, SRDS Navigation Development Division Chief. The award, sponsored by North American Aviation, Inc. is given annually by the ION to recognize individuals who provide outstanding contributions to the advancement of navigation. Mr. Winick was honored for his long standing superior efforts in a variety of navigation and all weather landing programs during his government service.

RULEMAKING SUMMARIZED . . . During the week of July 5 - 11, the FAA issued Notice 67-27 proposing to amend Part 121 to expressly include operations conducted by "travel clubs" with large airplanes (comments due before September 12, 1967); Notice 67-28 proposing to amend Part 91 to delete the requirement that foreign aircraft file VFR flight plans (comments due before September 12, 1967); Notice 67-29 proposing minor substantive changes and editorial corrections to Part 77 (comments due before September 2, 1967); Notice 67-30 proposing to amend Parts 23 and 91 to include requirements pertaining to the installation and use of oxygen equipment (comments due before October 17, 1967).

R & D BREAKTHROUGH . . . A Civil Aviation Assistance Group in the Far East reports that they have found what may be the world's most unusual VOR monitor system. On a recent inspection trip to a remote location a CAAG technician was somewhat startled to find that the VOR was operating apparently without a monitoring system. The controller on duty, however, assured him that this was not true and went on to describe the method they use. It seems that a cable carrying power to the VOR passes through a grassy area frequented by water buffalo. The cable is only partially buried in places and when it rains, it becomes shorted and sputters and pops. This is very annoying to the critters who hoist their tails and take to the hills. The controller on duty in the tower half a mile away notes this phenomenon and dutifully notams the VOR off the air.

SMALL PLANE ACCIDENT STUDY ISSUED . . . The National Transportation Safety Board has issued the results of a study designed to assess the influence of airplane-design factors or configurations in accidents where the pilot was determined to be a causal element. Entitled "Aircraft Design-Induced Pilot Error Project," the study involved all general aviation accidents in 1964 to fixed-wing small aircraft of less than 12,500 pounds take-off weight, except rotorcraft, agricultural-type airplanes, or airplanes whose total active fleet was less than 500. The study was developed by the CAB's Bureau of Safety with financial assistance from FAA.

ATSS POST-PROGRAM ASSIGNMENTS ANNOUNCED . . . The Administrator has approved the following new assignments for current participants in the Air Transportation Systems Specialist Program: Walter A. Barbo, Airport Planning Engineer, Airports Division, Pacific Region, to Engineer, Systems Planning Division, Airports Service; Ralph Calderone, Chief, Operations Analysis Branch, Executive Staff, HQ, to Industrial Engineer, (Chief, Management Analysis Branch), Installation and Materiel Service; Dean R. Cooper, Crew Chief (ATC), Los Angeles Tower, Western Region, to ATC Specialist (R&D), Operations Analysis Branch, Systems Analysis Division, Systems Research and Development Service; Jack W. Edwards, Electronic Engineer, Airway Facilities Division, Western Region, to Plans Division, Office of Policy Development; Edwin T. Kaneko, Airways Engineer, Airway Facilities Division, Pacific Region, to Engineering position, Data Development Branch, Programs Division, Systems Maintenance Service; Henry N. Stewart, Chief, Budget and Management Branch, Albuquerque Area Office, Southwest Region, to Budget Analyst, Requirements Analysis Staff, Office of Budget.

FSS PLAN MOVES ON . . . The Flight Service Station (FSS) system modernization concept outlined in the June 4, 1967, INTERCOM has been approved by the Agency Review Board and is now being developed into a program plan for DOT and Congressional approval. In the meantime, the concept will be utilized as an objective yardstick and serve as a basis for developing future plans and making day by day decisions. As a result of a recent review by the regions, further definition and details are now being incorporated into the program plan prior to submission for budgetary approval. FAA representatives will meet with industry on Wednesday (July 19) to apprise them of this program plan as now proposed for national implementation.

CALL ME MISTER . . . During a coffee break, comment was made on the excellent presentation concerning V/STOL air transportation by Joan Barriage, DS, the sole woman participant on an otherwise all-male program. Secretaries helping with registration were discussing how she must feel working in such a male-dominated field, when one of Joan's co-workers said: "Don't worry -- we try not to make her feel out of place -- we call her 'John'."

RECENT ASSIGNMENTS . . . Duane Freer, chief of the News Division in Information Services, has been appointed special assistant to Associate Administrator for Programs, George Moore. Freer began his FAA career as a controller 10 years ago. John Leyden, formerly SST information officer, will become chief of the News Division. Owen F. Thomas, a veteran of 23 years of Federal service, has been appointed Chief, Management Analysis Division, OMS. An ATR pilot, Thomas joined CAA in 1948 and has served in various Flight Standards assignments both in Washington and in international and stateside regions.

WELCOME TO FAA! . . . Anne Brewer and Janice Williams, PT; John R. Long, Executive Staff, HQ; Kathleen C. Colley, Aeromedical Standards Division, AM; Laura E. Gallagher, Executive Staff, AT; Douglas A. Haydel, GC; Nancy B. Nelsen, Library Services Division, HQ; Margo W. Wilson, Library Services Division, HQ; Jeane L. Hinton, Operations Division, FS; Sharon J. Davis, Executive Staff, IM; Janet M. Murphy, Security Division, CS; Linda Hankinson, Information & Statistics Division, MS; Barbara A. Leasure, Executive Staff, RD; Lula M. Bennett, Accounting Operations Division, HQ; Alison J. Kinny, Accounting Operations Division, HQ; Joan E. Hoffman, Personnel Operations Division, HQ; Martha Cummings, Executive Staff, IM; Donald D. Whitman, Accounting Programs Division, MS; James R. Nelson, Navigation Development Division, RD; Joseph L. Hagan, Operations Division, CA; Weldon H. Chichester, Operations Division, CA; George L. Fulks, Operations Division, CA; Lillian L. Allen, Budget Review & Systems Staff, BU; Rita A. Swope, Regulations & Codification Division, GC; Carol A. Brewer, Training Division, PT.

SST DISPLAY . . . The world's most powerful jet engine, the GE-4 turbojet powerplant for the SST, will be on display just outside our building today through Friday. In the lobby, you'll see the SST simulator. Both were hits of the Paris Air Show.

AWARDS AND REWARDS . . . In the Office of Personnel and Training, Ray N. Brickey, Lionel R. Driscoll, and Donald E. Higgins received Sustained Superior Performance Awards. Homer C. Rose was presented with a Special Service Award. In the Office of Compliance and Security, Carl F. Maisch received a Quality Within Grade Increase. During the month of June, Systems Research and Development Service awarded Quality Within Grade Increases to Frank S. Kadi, Mary Jane Stolar, Arthur Simolunas, Francis Carr, Larry E. Keltner, Frank T. Luff, Isadore D. Goldman, Walter Luffsey, and Leonard A. Crouch. Sustained Superior Performance Awards were given to Oscar T. Grann, Sandra L. Middleton, and Kenneth T. Ostrand.

Deadline for submission of proposed items for INTERCOM is Wednesday at noon.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

FAA Tabernay

JUL 26 1967

William F. McLe
Administrator

67-30 July 24, 1967

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Branch, HQ-610

HOUSE ACTS ON BUDGET . . . The House of Representatives last week approved an FAA budget request for an additional 648 air traffic control positions -- adding 248 new positions at centers, 288 at towers, and 113 for operation of flight service stations -- and 77 new positions in Flight Standards. The House, in voting on the agency's budget for FY 1968, also recommended financing continued work on the SST program but recommended against appropriating \$54.2 million which was earmarked as "pay back reserve" in the event the government unilaterally withdraws from the program. Actual reductions in all other requests were \$20,974,000 from the original \$942,960,000 request. Senate hearings are tentatively scheduled for tomorrow (July 25). Following is a summary by appropriation:

(Dollars in Thousands)

<u>FAA Appropriation</u>	<u>Appropriated 1967</u>	<u>Budget estimates 1968</u>	<u>House Recommended for 1968</u>	<u>Bill compared with 1968 estimates</u>
Operations	\$577,000	\$598,400	\$593,326	\$ -5,074
Facilities and Equipment	28,000	35,400	30,000	-5,400
Research and Development	28,500	27,500	27,000	- 500
Operation and Maintenance, National Capital Airports	8,527	8,500	8,500	- 0 -
Construction, National Capital Airports	0	160	160	- 0 -
Grants-in-aid for Airports (Advance Funding for 1969)	71,000	75,000	65,000	-10,000
Civil Supersonic Aircraft Development	<u>280,000</u>	<u>198,000</u>	<u>142,375</u>	<u>-55,625</u>
Total	\$993,027	\$942,960	\$866,361	\$-76,599

RULEMAKING SUMMARIZED . . . During the week of July 12-18, the FAA issued Amdt. 61-35, effective July 20, 1967, to provide that no person may obtain an instrument rating on the basis of military competence (under § 61.31(c)) unless his military instrument rating or card authorizes him to serve as pilot in command in IFR operations in controlled airspace. Also issued was Notice 67-31 proposing to permit use of single yoke and other partial dual control aircraft for flight instruction and simulated instrument flight when the flight instructor or safety pilot has immediate and unobstructed access to all essential controls, including the power, pitch, roll, and heading controls (comments due before September 19, 1967).

EXECUTIVE ASSIGNMENTS ANNOUNCED . . . Max H. Bard currently Chief, Airports Branch, Miami Area Office will become Chief, Standards Division, Airports Service. Harry Bernard, currently Chief, Flight Standards Branch, Cleveland Area Office will become Chief, Flight Standards Division, Eastern Region.

SAIGON STAFF INCREASED . . . Eleven air traffic controllers and electronic technicians arrived in Saigon last week, bringing the FAA complement in Viet Nam to 34. During their 18-month assignment with the Civil Aviation Assistance Group, they will assist the Viet Nam Directorate of Civil Aviation in the operation and maintenance of the Saigon Area Control Center at Tan Son Nhut Air Base.

EMPLOYEES REMINDED ABOUT THEIR RIGHTS . . . It has been and continues to be a basic policy in FAA that all employees are free to visit their local personnel office to discuss any matters with a qualified personnel specialist. To assure that the work schedule is not disrupted, an employee should inform his supervisor of his intent to talk to a personnel specialist and obtain his approval for the special time off from work. The same freedom applies to each employee's right to communicate with a member of the local Compliance and Security Staff, the designated counselor for submitting financial statements, or with an official of higher rank than his immediate supervisor. An employee may also see his official personnel folder when it is readily available in a local records office. This policy has been reaffirmed as a government-wide directive by the CSC (FPM Letter 771-2, dated June 1, 1967).

ESIS/FARE PROMOTIONS AND REASSIGNMENTS ANNOUNCED . . . Selected through ESIS are: John L. Haynes, Chief, Aircraft Management Branch, Flight Standards Division, Alaskan Region; Leon C. Daugherty, Electronic Engineer (General), Short Distance Navigation Branch, Navigation Development Division, Systems Research and Development Service; Henry F. Holder, Supervisory Military Activities Branch, Air Traffic Service; Louis McCaughey, Chief, Airspace Regulations and Airports Branch, Air Traffic Service. FARE selections are: Ivan F. Evans, Facility Flight Check Specialist, EAME, Frankfurt, Germany; William E. Ewers, Supervisory Facilities Flight Check Pilot/Specialist, Tokyo FIG, Pacific Region; Arlo D. Severns, Air Traffic Control Specialist (General), Kadena Air Base, Okinawa, Pacific Region; Albert D. Barker, Air Traffic Control Specialist (General), Tan Son Nhut AB, Viet Nam; and Darrel E. Charest, Air Traffic Control Specialist (General), Osan, Korea.

CAPSULE COMMENT . . . SST Director Maxwell at a Rotary Club luncheon in Washington: "The SST is being designed specifically for long-range flight -- for travel between nations. And as an international airplane, it cannot but help contribute to bettering the lot of all of us. It is difficult to attach a dollar sign to the worth of human travel. History, however, tells us the high points in the human story were always preceded by and accompanied by periods of great travel Travel brings knowledge and trade and these bring progress. We seek, then, through this airplane to increase travel. We seek to open up the corners of the world. We seek to improve and increase the exchange of persons and the exchange of knowledge among the states of the world. I think this may be the real and lasting significance of this airplane. The SST will encourage travel to the far distant lands -- to the newly developing nations of Africa and Asia -- nations that will increasingly demand our attention."

NEW RULE FOR AIR TRAVEL CLUBS PROPOSED . . . The agency has proposed that all privately-operated travel clubs using transport aircraft over 12,500 pounds be subject to the same Federal Aviation Regulations that apply to commercial and supplemental air carriers. The estimated 40 air travel clubs throughout the country are presently operating under the same rules that apply to general aviation operations.

OHIO U. TO CONDUCT TRAINING EXPERIMENT . . . Aircraft Development Service has awarded a \$40,748 contract to Ohio State University to conduct an experimental pilot training program. The purpose of the experiment, which will begin during the 1967-1968 school year, will be to evaluate ways of reducing the number of general aviation accidents in which adverse weather is a factor. Under the contract, the University will develop a combined VFR-IFR training program to prepare 15 students for both a private pilot certificate and an instrument rating.

MAC TO BE EXPLAINED . . . The Flight Standards Maintenance Division and the Flight Standards Technical Division, AC-200, are sponsoring a two-day workshop at the Aeronautical Center, beginning July 26. The purpose of the workshop is to introduce the new Maintenance Analysis Center (MAC) to Flight Standards field personnel. MAC is the focal point within the FAA for the collection, storage, review, analysis, diagnosis, and dissemination of aircraft maintenance and reliability data involving all U.S. civil aircraft. Approximately 50 regional and area engineering and maintenance specialists from the eight FAA regions and representatives from the Engineering and Maintenance Divisions at Washington Headquarters are attending.

NAS FACTBOOK PRINTED . . . Designed to give a general description of the National Airspace System, the factbook contains a description of "What NAS Is," ATC Operations, Engineering and Maintenance Operations and NAS Training. The 99-page publication is being used by the NASPO briefing team and by the Academy in conducting NAS symposiums for managers. Copies of the factbook are limited until a fresh supply is printed.

STATIONERY STILL USEABLE . . . Current stocks of internal memorandum stationery labeled "Federal Aviation Agency" are still useable for internal correspondence. It is not necessary to cross-out "Agency" and put in "Administration."

NEW ROOM NUMBERS . . . General-purpose conference rooms on floors 5 through 9 previously numbered 410ABC, 610ABC, etc., will now be numbered 5ABC, 6ABC, etc.

MARYLAND STATE INCOME TAX CHANGES . . . Maryland residents are subject to the recent changes in their state income tax laws which generally increase their tax rates. Notice WA N 2730.1, dated June 30, informs employees how to compute withholding so that their bi-weekly state tax deductions will approximate their estimated total tax liability under the new law.

CONTRACT BIDS . . . Contract bids for the proposed 9th Street construction from Jefferson Drive to the railroad underpass were released last week. The bid opening is scheduled for September 1, and award of the contract will be made within five to ten work days after this date. The construction is estimated to begin in late October or early November. A separate bid covers 9th Street construction south of the railroad underpass, where work is estimated to begin sometime in August.

AWARDS AND REWARDS . . . The Office of SST made the following award: Sustained Superior Performance Award to Robert W. Pinnes.

FSEE EXTENDED . . . The Civil Service Commission has added two extra Federal Service Entrance Examination dates to its normal schedule. In order to take the exam to be given September 16, applicants must apply before midnight August 10. Those competing in the August 12 exam must have applied by July 12.

NEW OFFICERS FOR TOASTMISTRESSES . . . The Federal Aviation Toastmistress Club has elected new officers for the 1967-68 term. They are: President, Peggy Proffitt; Vice-President, Laura Noble; Recording Secretary, Lois Heinrichs; Corresponding Secretary, Doris Hugus; Treasurer, Bernice Deutrich; and Club Representative, Kay Wittman. For further information, contact Peggy Proffitt, ext. 23157, or Kay Wittman, ext. 27087.

WELCOME TO FAA! . . . James K. Sanders, Accounting Operations Division, HQ; Frank H. Allston, Accounting Operations Division, HQ; Shirley B. Chapman, Accounting Operations Division, HQ; Joseph F. Bartolo, Procurement Operations Division, IM; Sharon R. Clark, Logistics Policy and Standards Division, IM; Stephan E. Klingelhofer, GC; Mary E. Babincsak, Executive Staff, FS; Barbara A. Humes, Personnel Operations Division, HQ; Edward W. Smith, Maintenance Division, CA; Beverly J. Butler, Facilities Establishment Division, IM; Leroy B. Belford, Maintenance Division, CA; Queen E. Robinson, Environmental Development Division, RD; Ida Mae K. Lydic, Environmental Development Division, RD; Robert S. Johnson, Executive Staff, FS; Mary J. Super, Operations Division, FS; John I. Brown, Office Services Division, HQ.

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

JAN 6 1969

Acquisitions
Section Hq 610A

67-31 July 31, 1967

William F. McLe
Administrator

ATC "BIBLE" ROLLS OFF THE PRESSES. . . . Air Traffic Service's new "bible" for air traffic controllers who work in towers has just come off the presses. More than 23,000 copies have been printed and soon will be in the hands of ATC specialists in the FAA and in the military. A center controller's "bible" is also being published. Both "bibles" will become effective on October 1, replacing ATC Procedures (AT P 7110.1B). Completing the modernization of the new ATC "bibles" a similar publication for specialists working in the flight service stations will be released in the near future. Each "bible" contains all the procedures each specialist must know about his specific assignment.

CONFERENCE COMMITTEE AGREES ON INSURANCE BILL . . . A Senate-House Conference Committee agreed on a compromise life insurance bill last week and the bill is ready for Congressional approval. The legislation provides for raising of individual coverage to a \$10,000 minimum, and doubling of the maximum, from \$20,000 to \$40,000. Under the bill, all employees paid basic salaries up to \$7500 will get \$10,000 policies. Those unaffected by the minimum and maximum will get coverage equal to the \$1000 above 1-1/3 times their annual salaries, an increase of 1/3 from present coverage. The bill also provides for an increase in the Government's share of the cost from 33 to 40 per cent, with the employees paying the remaining 60 per cent.

NTSB SETS HEARING THIS WEEK . . . On Wednesday, August 2, the National Transportation Safety Board will open a public hearing on the crash of a Lake Central Airlines Convair 580 which occurred March 5, 1967 near Marseilles, Ohio. During the two-day hearing, to be held in Indianapolis, Indiana, the Board plans to take testimony from 13 persons.

YET ANOTHER RECORD . . . Tiny Opa Locka, Fla., tower wins the FY 1967 honors as the country's busiest tower, with 597,000 operations. The tower, which operates only 16 hours per day, averaged 102 takeoffs an hour. Chicago's O'Hare, a 24-hour facility which has been the leading tower in total operations since 1962, had 589,000 landings and takeoffs during the fiscal year, an average of 67 per hour. Opa Locka's preeminence is derived from the airport being one of the busiest civilian pilot training centers in the country.

PD-1 BECOMES OP-1 . . . The title Associate Administrator for Operations (OP-1) will replace Associate Administrator for Programs (PD-1). This is a change in title only. The new title is considered more indicative of the role of the Associate Administrator for Operations. That is, overseeing the operational programs of the agency.

PROJECT 85-SELECTIONS ANNOUNCED . . . Thirty-one prospective General Aviation Operations Inspectors have been selected for the test program in the Southwest and Central Regions. The selections included 27 air traffic controllers, one employee development officer, one inventory management specialist, one aircraft accident investigator and one facilities flight check pilot. The regional distribution of selectees is as follows: CE=9, SW=7, SO=6, AL=1, PC=1, HQ=1, AC=2, EA=1 and WE=3. Successful candidates are: Jack T. Parrish, Chicago Area Office; Max F. Snavely, Wichita Tower; Lauren R. Boushek, Salt Lake Center; Charles L. Lane, Kansas City Flight Inspection Office; Wilbrum J. Ryan, Chicago Center; Arthur Richardson, Des Moines Tower; Lowell Sanquist, Burlington, Iowa FSS; Maynard Steitz, Las Vegas, Nevada FSS; Harold Olson, Alexandria, Minn. FSS; Bill Wiley, Aeronautical Center; James Nickell, Las Vegas, Nevada FSS; Joel Peterson, Minneapolis Center; Clifford Westbrook, Fairbanks, Alaska CS/T; Jimmie Andrews, Tulsa FSS; Alfred Sanderson, Fort Worth Center; Franklin Boockholdt, Jacksonville Center; William Robinson, Fort Worth Center; Louis Maduell, New Orleans FSS; Ray Smith, Tallahassee FSS; Edward Eisele, CARF; Ruben Gonzalez, Fort Worth Center; Norman Miller, Midland Tower; Langley Shearer, Atlanta Center; Joseph Gaul, Chicago Center; Leo Bohnke, Knoxville (Alcoa) FSS; Joe Bradley, Memphis Tower; John Fedorky, Kennedy Tower; Richard Devereau, Honolulu Tower; Elee McClain, Aeronautical Center; Mack Freestone, Houston Center; and Herman Witten, Melbourne (Fla) FSS.

SORRY, WRONG NUMBER . . . The other day a young lady in DOT called another Government agency for some information. She dutifully gave her name and said she was with the Department of Transportation. Replied the voice on the other end, "Oh, you mean the motor pool at GSA?"

ACCIDENT HEARING SUMMARIES ISSUED . . . The National Transportation Safety Board has announced that effective immediately it will issue a summary of each of its civil aviation accident hearings within 10 days after the close of each hearing. Following are excerpts from the summary of the hearing on the fatal crash of an air taxi on April 3, 1967, in Lexington, Kentucky: "...documentary evidence obtained in the investigation was received and witness testimony was heard which suggested the aircraft was overloaded at takeoff and which more clearly indicated the center of gravity of the aircraft was well aft of the rearward limitation. It was shown that, in part, the latter condition was the result of a seat installation in the aircraft. In efforts to trace the history of the aircraft it was learned that the seat installation was not in conformity with a similar seating installation for which a Supplemental Type Certificate had been issued by the FAA."

ESIS PROMOTIONS AND REASSIGNMENTS ANNOUNCED . . . N. Houska, Chief, System Functions Section, ATC Procedures Branch, SRDS; John Edgebert, Supervisory Electronics Engineer, Data Processing Branch, SRDS; Arnold E. Briddon, Executive Officer, Office of Management Services; John M. Choroszy, Chief, Equal Opportunity Division, Office of Compliance and Security; Edwin W. Harn, Assistant Chief, Standards Division, Airports Service; and Joseph J. Ellis, Jr., Chief, Personnel and Training Division, Southern Region.

SEVERAL CONTRACTS LET IN PAST MONTH. . . . The agency has awarded several contracts in the past month both for studies and for equipment. They are: a \$518,670 contract to the Ratheon Co. of Wayland, Mass., to conduct studies and experiments for methods of improving radar emission characteristics; a \$59,300 contract to Kaiser Aerospace and Electronics Corp. of Palo Alto, Calif., for electronic flight attitude direction indicator; award of \$325,000 to the General Electric Co., Washington, D. C., for installation of a solid state Uninterruptible Power System (UPS) at the Jacksonville ARTCC; a \$367,770 contract to the Airresearch Manufacturing Co. of Torrance, Calif., for design and development of a modular solid state UPS for installation in the New York ARTCC; and award of \$119,000 to the Bechtel Corp. of Los Angeles for analyses of power distribution system deficiencies at ARTCCs which have caused failures.

CAPSULE COMMENT . . . Under Secretary Hutchinson to the Seattle Rotary Club: "....the SST is before us today because it is an idea--a technology that is the logical next step in aviation advancement. This step could not have been thwarted by an individual or any government--delayed perhaps--but never fully prevented. Around the turn of the century, a United States senator seriously proposed that the patent office be closed because everything that could be invented had been. We all know the folly of that statement well enough to know that supersonic travel was bound to come--and it has. If we ever need any reminder of this, we can always take another look at the recent news film of the Moscow air show, or at the growing list of reservations for the Concorde, now being developed by the British and the French."

RULE-MAKING SUMMARIZED . . . During the week of July 19-25, the FAA extended the comment period on Notice 67-21, "Provision of Controlled Visual Flight in Positive Control Areas", to July 28, 1967; and issued Advance Notice 67-32 considering rulemaking to require spiral stability and stall deterrent devices on all small airplanes type certificated under Part 23 (comments due before November 23, 1967); Notice 67-33 proposing amendments to § 21.183 with respect to the issue of airworthiness certificates for normal, utility, acrobatic, and transport category aircraft other than aircraft manufactured under a production or type certificate or a type certificate only or onimport aircraft (comments due before September 28, 1967).

STANDBY PAY PROGRESSES . . . Agency officials approved in principle a new Standby Order last Thursday, with the objective of eliminating all unnecessary management restrictions on an employee's free time, and also of paying employees for restrictions that are placed on their free time. A number of difficulties prevented the immediate issue of this Order. These problems involved lack of uniformity in use of standby time, caused by varying strength of facilities and varying numbers of people qualified to establish standby coverage. Also to insure equitable treatment for all employees, a new national policy on the repair and restoration of Navajids must be developed before the standby pay system can be put into effect. The EXCOM has asked for priority attention to this work.

8TH FLOOR NOISE ABOUT TO CEASE . . . All that drilling, pounding and hammering that has been shaking the building lately is almost over. Secretary Boyd's suite is in the final stages of completion and he is scheduled to be moved in no later than August 8. The rest of the floor, which will house some 300 people, will be finished by the end of the month. The original target date was set for November.

HOLD YOUR HAT! The Office of Civil Defense advises that on the second Wednesday of each month at 11 a.m. the indoor and outdoor warning system will be tested. Unless otherwise advised, all employees will remain at their work stations. These tests will be publicized in the news media.

FROM CRADLE TO GRAVE . . . If some FAA types have their way, education in the wonderful world of aviation will begin in kindergarten, carry through college, and then into a lifetime career. An exhibit containing teaching aids for just this type curriculum is currently on display in the lobby exhibit room. Also on display are air traffic control mock-ups and aviation career exhibits. Office and Science Assistants Cyndy Gottlieb and Kathy Little are in attendance to answer visitors' questions.

NEWSLETTER FOR YOCs . . . A newsletter for and about the Washington headquarters Youth Opportunity Campaign employees is being distributed every Friday during the summer months. Present distribution is to YOCs and their supervisors. Other interested FAA personnel may obtain copies from Leo Powell, HQ-100, ext. 25675. Comments and news items concerning the YOC employees and program are requested. These items should be submitted to Norman Anderson, IS-10, ext. 26461.

WELCOME TO FAA! . . . Carlos O. Segarra, Administrative Standards Division, OMS; Marcia A. Duvall, Personnel Operations Division, HQ; Pearlie H. Triplett, Data Processing Division, HQ; Henry L. Dickson, Data Processing Division HQ; Mary Lou Bousley, Data Processing Division, HQ; Donna M. Wilson, Executive Staff, SRDS; Mildred Canavan, Analysis and Control Division, SST; Louise M. Black, Special Staff, Contracts, SST; George B. Thomas, Maintenance Division, BNCA; June G. Lambert, Data Processing Division, HQ; Leonard A. Ceruzzi, Office of General Counsel; Theodore P. Richardson, Personnel Operations Division, HQ; Thomas J. Buschbaum, Personnel Operations Division, HQ; Beverly Ann Reece, Personnel Operations Division, HQ.

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Branch, HQ-610

William F. McLe

Administrator

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RALPH LINK, CLEVELAND AREA MANAGER, FATALLY STRICKEN . . . Ralph F. Link, who joined the agency in 1941 as an air traffic controller and subsequently served in a variety of executive positions, died suddenly on Sunday, July 30, at the age of 50. He had been Cleveland Area Office Manager since September 1965, after serving for three years as head of FAA's research and development office in London. Previously, Link had been assistant chief of the New York and Washington Centers, New York area supervisor, and deputy chief of operations in the New York Air Traffic Division. Funeral services were held last Friday in Patton, Pa., Link's birthplace.

FAA FIREMAN HONORED FOR SAVING COLLEAGUE . . . For saving a fellow employee from drowning at great risk to himself, R. B. Phillips, a fireman at Washington National Airport, has been awarded the agency's Meritorious Service Award. The incident occurred when Lt. Gabe Hall, Jr., Phillips' supervisor and a non-swimmer, slipped from an airport rescue boat into the Potomac River, after losing his balance during a strong tide and brisk wind. Phillips plunged into the treacherous Potomac current and pulled Hall safely to a nearby approach pier. Then he swam back into the channel to retrieve the drifting boat. The presentation of the silver medal, the second highest honor an employee can receive, marks one of the rare times the award has been given for extraordinary courage and competence during an emergency. Hall and Phillips were on the Potomac to read weather gauges.

ENERGETIC STAFFING DRIVE SETS RECORD . . . Despite one of the tightest labor markets in recent years, agency recruiters have been able to fill more than 99 per cent of the total number of positions authorized for centers, towers, and flight service stations. In bringing this staffing level to its highest in FAA history, regional and area recruiters have given further evidence of the FAA's determined efforts to make sure that its air traffic control and supporting services are continually in step with expanding traffic volume.

DOCTORS ASK FOR HOUSE CALL, Rx FOR SAFETY . . . Physician-pilots appear in the accident statistics disproportionately high to the number of doctors actually flying, recent reports indicate. Deeply concerned, the Flying Physicians Association has asked a number of FAA experts to help diagnose the symptoms at the forthcoming FPA annual meeting in mid-September. Federal Air Surgeon Peter V. Siegel, Regulatory Council Director William Jennings, and Drs. Mohler, Gerathewohl, Melton, and Gibbons are among some of those making the house call to the Williamsburg, Va., convention site.

FIRST THINGS FIRST . . . So as not to interrupt the daily academic classroom activities of college students who are also working toward their private ticket, the Southwest Region has expanded its pilot examination services on campuses to include night schedules.

RADIOACTIVE GAS PROMISES BOON TO AIR SAFETY . . . A network of piped krypton gas, buried under the runway centerline, may be effective in providing aircraft guidance during rollout and taxiing in zero visibility, according to a feasibility study carried out for FAA by Parametrics, Inc., of Waltham, Mass. A system for aircraft guidance on the ground without external reference from the cockpit is one of the requirements for Category III-C (zero-zero) all-weather landing. This procedure presents no radiation hazards beyond normal industrial practice, tests indicate. In addition, the standard aircraft radarscope can be used as a guidance display.

INSTANT PLAYBACK OF AIR TRAFFIC TESTED . . . Air traffic control radar displays have been video taped during evaluation tests carried out at NAFEC and the JFK IFR room. The controllers were able to correlate the video tapes easily with other air traffic records, including audio communications tapes and flight progress strips, for accurate playback of air traffic situations. The report of the evaluation, RD-67-34, recommends that the video recording device be considered for operational use in ATC facilities. Sherman P. Tynes is managing the program in SRDS; Gerald E. Titherington is the NAFEC project chief.

GARY RE-ELECTED TO ANCHORAGE POST . . . George M. Gary, Director of the Alaskan Region, has been re-elected to a second term as president of the Anchorage Federal Executive Association.

INSIDE THESE PRISON WALLS . . . Certain eligible inmates of the Lewisburg Federal Prison in Pennsylvania now can take the written portion of the airman certification exam in an FAA-approved program similar to the one instituted at the Atlanta Federal Penitentiary last year. The Lewisburg warden currently is seeking an FAA certificate for a ground school rating for the prison school.

A-CAMPING WE WILL GO . . . The newest category of fliers in Alaska these days is the "camper/pilot" -- especially during the state's Centennial Celebration this year. The Northway FSS staff, as a public service, voluntarily established a picnicking and camping site immediately adjacent to their station and the state-owned airfield. In addition, the Region prepared "Flight Tips for Alaskan Tourists" for the 1000 pilots expected to fly in for the Centennial events. The free brochure tells of flight conditions peculiar to Alaska.

SAVINGS BONDS INCREASE . . . Reaching 82.4 per cent participation in the 1967 Savings Bond Campaign, FAA's ledger showed a 6.1 per cent gain over last year.

CANNOM, BRANNON GET NEW POSTS . . . Paul Cannom has been named Chicago Area Manager, and will replace Kirby Brannon who will become Evaluation Officer, Southwest Region. Cannom goes to Chicago from the Area Manager post in Albuquerque.

ELECTRONIC WONDER INSTALLED . . . A computer that operates 500 times faster than the one it replaces is scheduled to go into full-time operation at the Cleveland Center this week, climaxing nearly 18 man-years of effort by Cleveland and NAFEC on-site programmers. It is the first of the IBM 9020s to be installed at ARTCCs as part of the agency's overall plan to keep the national air space system functioning smoothly as aircraft traffic volume mounts.

Costing \$1.7 million, the 9020 equipment will assist Cleveland controllers expedite movement along the busy air lanes in the New York-Chicago corridor. This is especially meaningful because Cleveland Center's volume has been swelled by the great number of "overs" on the way between Chicago and New York -- whose Centers ranked first and second last year in the number of flights handled last year. Cleveland was third.

Since 1959, when the first computer was installed, the number of flight strips at Cleveland has increased 45 per cent, virtually outstripping the capacity of the former equipment. In addition to its speed, the 9020 can be readily modified and expanded as air traffic needs increase.

NATIONAL AVIATION DAY NEARS . . . In 1937, Congress enacted a bill making August 19 "National Aviation Day," a custom that will be observed soon in varying degrees across the country. The day provides an occasion to pause and consider just how much aviation has changed American life since August 19, 1871 -- when Orville Wright was born.

WHAT'S ON THE DOCKET . . . FAA has issued Notice 67-34, proposing to amend 121.651(e) and 121.653(d) -- to provide that the 100 hours of pilot-in-command experience may be reduced by substituting one landing in Part 121 operations for one required hour of pilot-in-command experience. Comments are due before October 3, 1967.

GOVERT ACTIONS UNCOVERED, AGAIN . . . For the second time in less than eight months, coincidence has placed Chet Covert, NAFEC flight inspection pilot, near the scene of trouble. Again, Covert's quick reflexes saved the May Day. Last week, Covert was heading NAN-85 to Thule AFB when he learned that a merchant ship was in distress below him. He located the vessel, which had become caught and lost in the ice floes, radioed directions to the skipper, watched the ship wend its way to open waters. Last fall, Covert was at the controls of a DC-4 inspection plane while the crew was checking nav aids over rugged northeast Canada. Suddenly he saw a small plane lose control and crash below him into a rocky plateau. While he circled over the wreckage, the NAFEC crew dropped supplies to the two pilots who were not seriously injured but exposed to sub-zero temperatures while waiting to be rescued.

PRESIDENT'S AWARD ON DISPLAY . . . The 1966 President's Safety Award is being exhibited in the lobby for the month of August to give employees a more direct opportunity to share the honor they earned. The handsome leather-bound book in front of the display was submitted to President Johnson to illustrate FAA's marked decrease in personal injuries. Feel free to leaf through it.

POETRY ON A HIGH PLANE . . . Whoever said that Technology and Art are incompatible would have a hard time proving it in this building. The state-of-the-art is not limited to advanced radar systems -- the Muses are coming in for their fair share Dorothy Poehlman, an imaginative library staffer, conceived and prepared an unusual exhibit entitled "The Poetry of Flight," penned by bards of no less eminence than Yeats, Tennyson, Hopkins, William Rose Benet, Baudelaire, Spender, and Nash . . . or, if you prefer the fine arts you can find . . .

ART ON THE GROUND LEVEL . . . The First National Bank of Washington's FAA branch has a rotating exhibit of paintings by leading artists. Each show lasts for three months; then is replaced by another. The current exhibit features Unichi Hiratsuka, whose works you may have seen in the permanent collections of the Smithsonian Institution, the Museum of Modern Art, and the Library of Congress. The "curator" of the collection is the personable new bank manager, Mrs. Marian Cuomo, herself a graduate of the Maryland Art Institute and wife of a Washington architect.

JETSTARS STREAMING HOME . . . Nice guys might finish last, but not nice gals. If the old baseball superstition holds true that whoever occupies first-place on July 4 will be there at season's end, then the smart money these days is on FAA's girls' softball team. Having lost only one game this summer, the girls are headed for league playoffs and the D.C. Recreation Department's championship games. Here at the seventh inning stretch, let's give a cheer to Player/Captain Maryann Patrick and the winning combination of Kathy and Barbara Aust, Donna Chura, Ann Cook, Sharon Dishong, Ruth Herdman, Linda Holtz, Joann Kacian, Pat Lezark, Carol Mehalso, Linda Mengie, Terry Milon, Liz Mitchell, Judy Peterman, and Nancy Slanoc.

RAYMOND WOOD ATTENDS WORLD BOY SCOUT JAMBOREE . . . One of 33 scouts representing the Nation's Capital at the 12th annual World Boy Scout Jamboree is Raymond Wood, HQ-450, a Youth Opportunity Campaign employee. Active in local scouting programs for the last seven years, Raymond left last week for an all-expenses-paid trip to Farragut State Park in Idaho where American, European, South American, and Australian Boy Scouts convene until August 9. Raymond is an Eagle Scout.

TEEN-AGER VISITS HER NEW DOMAIN . . . Mary John Shepherd, a high school junior from Frankfort, Ky., appointed "FAA Administrator" by the officers of 1967 Girls Nation, was welcomed to her post Friday. Exercising her prerogative, she affixed her signature to a message pledging the agency's continued support of Girls Nation, an annual youth citizenship program sponsored by the American Legion Auxiliary.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

FAA Library

AUG 15 1967

William F. McLe
Administrator

67-33 August 14, 1967

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MRS. ORR RECEIVES \$5,000 FELLOWSHIP . . . Mrs. Adriana P. Orr, reference librarian in Washington Headquarters, has been granted a Post-Master's Degree Fellowship in Library and Information Services at the University of Maryland for the coming academic year. Carrying a \$5,000 stipend, the national fellowship is made available to individuals, holding a Master's degree in librarianship, who have shown extraordinary potential for professional leadership.

"A" IS FOR AVIATION . . . The U.S. Office of Education, in the first project of its kind, has given an initial \$36,535 grant to three Washington State school districts for the purpose of developing aviation education programs in their public schools. This week, several teachers participating in the effort are at the FAA's Aeronautical Center being briefed on the current state of civil aviation. Their three-day aerospace workshop is part of a four-week indoctrination course for the teachers. If the education effort proves successful in the three Washington districts, their grants will be boosted to \$310,000 to continue the pilot project. The districts are Kent, Federal Way, and Renton, the home of the Boeing manufacturing plant.

BROADCAST SERVICE EXTENDED . . . Daily 24-hour automatic terminal information service (ATIS) is being inaugurated this month at the Ft. Lauderdale, Orlando, Palm Beach, and Tampa air traffic control towers, bringing the number of ATIS locations to 58. These continuous broadcasts, recorded on magnetic tape, issue ceiling, visibility, wind direction, barometric pressure, runways-in-use, and other pertinent information to each arriving and departing pilot. Because they are automatic, ATIS broadcasts ease controller workload, reduce radio-frequency congestion, and allow pilots to receive routine, non-control information when their cockpit duties are least pressing. The ATIS system is currently programmed for approximately 80 of the nation's busiest airport towers.

NUGENT WINS SHORT STORY PRIZE . . . John A. Nugent, Chief of Washington Headquarters' Motion Picture Branch, has shown another facet of his creative talents by walking off with fifth prize in a national short story competition sponsored by Writer's Digest. Selected from more than 4,000 entries, Nugent's story, titled "The Comeback," is about a boxer and what happened to him on the night he was fighting for the championship.

INTERIM REPORT RELEASED ON NEW ORLEANS CRASH . . . A summary of public hearings, called to help the National Transportation Safety Board determine the cause of the fatal crash last March of a jet training flight in New Orleans, has been released by the Board. The policy of issuing this type of interim report was instituted by Board Chairman Joseph J. O'Connell, Jr., to " . . . fill the information gap that now exists between the hearing and the actual issuance of the report." In a related action, the NTSB's Bureau Director of Aviation Safety, Bobbie R. Allen, sent a letter to Henry Newman, Director of the Southwest Region, commending the region for its unusually comprehensive photographic coverage of the March 30 tragedy.

LIGHT TOUCH GRACES INDEX . . . Albert Sanell's assignment was to prepare a list of all general aviation maintenance advisory circulars currently available from the Government Printing Office. Instead of compiling a dreary bibliography, Sanell, a Flight Standards staffer, combined a sense of humor with a sense of simplicity to produce "Safety Sense," now being distributed to general aviation pilots who regularly receive the AC-20 series. Bright, clever, and tasteful, it is another example of how a little extra effort can contribute to improved public service.

BOUQUETS TO FAA . . . The president of a firm currently doing work for the agency has written to General McKee that his staff members had been visiting FAA offices and centers and that " . . . every one reported to me he never had experienced such excellent cooperation, assistance, and good advice, public or private." . . . Another kudo to FAA appears in the August issue of AOPA Pilot: a general aviation pilot who had become lost at night under deteriorating weather conditions describes the harrowing incident and gives full credit to Jacksonville radar approach controller Leo Wojcinski. "Without his able assistance, the end of the story might have been different . . . and I am especially grateful for help in this instance and to Mr. Wojcinski for his skill and proficiency."

ANOTHER UCR BRINGS RESULTS . . . Ronald E. Wise of the Akron-Canton tower submitted a UCR pointing out that a phone line being used by several facilities overloaded the circuit, thus impairing air traffic services. As a result of Wise's Unsatisfactory Condition Report, a new inter-phone circuit was installed which rebalanced the overload and now provides adequate support for operations between the facilities.

NEW FACES IN KEY SLOTS . . . • Kenneth Doolin, National Audit Team Leader, Washington Office of Audit, has been selected through ESIS. Others:

- John K. Hall, Chief, Budget Division, Aeronautical Center
- Frank J. Dvorak, Chief, Accounting Division, Aero Center
- Lowell C. Morris, Chief, Air Traffic Branch, Minneapolis
- William F. Norton, Chief, FS Engineering and Manufacturing Branch, EA
- Russell J. Frick, Chief, NAAS, Technical Assistance Division, Athens.
- Glen McMillan, Electronic Technician, Viet Nam CAAG, has been re-assigned under FARE selection.

CASH AWARDS FOR SUMMER EMPLOYEES AUTHORIZED . . . Monetary "pats-on-the-back" may be given to outstanding summer employees, according to a recent Civil Service Commission bulletin. FAA's summer workers are eligible for Special Act or Service awards, under the provisions of the agency's Recognition and Awards Handbook. Because of length-of-service requirements, summer employees are not eligible for Sustained Superior Performance awards or Quality Within-Grade Salary Increases, however. Under highly unusual circumstances, summer employees can qualify for honorary awards. All summer employees are encouraged to participate in the Employee Suggestion program for cash prizes.

ON ALL ACCOUNTS, IT WAS A GOOD WORKSHOP . . . agreed those who met in Washington recently to take a look at the plans for revising FAA's allotment and general cost accounting systems. Reporting to the agency, the Office of Management Services -- which sponsored the workshop -- explained, "The revised allotment accounting system will implement the FAA policy of accounting and reporting of obligations at and above the level of area office fiscal programs. The General Cost Accounting System will provide cost data at cost center level below the area office."

THE "EYES" HAVE IT . . . Employees who are exposed to extremes of flying dust particles, chemicals, industrial irritants, high-temperature environments, and infra-red rays should not wear contact lenses on the job, advises the National Safety Council. The Council points out that employees also should not be allowed to wear contacts while working under a mask or hood because of the likelihood of corneal damage under such circumstances.

WHAT'S ON THE DOCKET . . . During the week of August 2-8, FAA issued Amdt. 25-14, effective September 10, 1967, adding fuel system lightning protection design requirements for transport category airplanes. Also issued were Notice 67-35 proposing to provide programmed hours of training in approved training programs, under Part 121, for the Douglas DC-9, Nihon YS-11, Lockheed L-1329, and Falcon Fan Jet (comments due before October 11, 1967); and Notice 67-36 proposing to expand the scope of § 61.85(b) to cover all applicants for private pilot certificates who are located on isolated islands and can only complete the cross-country requirements of § 61.85 by making long overwater flights (comments due before October 10, 1967).

BELGIAN PILOT SCHOOL BECOMES A FIRST . . . When Raymond B. Maloy, Assistant Administrator for the Europe, Africa, and Middle East Region, presented officials with an FAA Air Agency Certificate recently, Belgium's "Sotromat" became the first FAA-approved pilot school outside the U.S.

BROADER HORIZONS FOR PROFESSIONAL SPECIALISTS SLATED . . . The economic facts of life, a bird's-eye-view of how policy is made, and an insight into what makes FAA tick will be presented to the agency's technical careerists in a new training course to be inaugurated next October. The course is aimed at showing employees in technical specialties how their particular areas of interest relate to the overall activities of the agency. The name of the course is "Perspectives Workshop for Professional Specialists."

PURSE SNATCHER COUNTS HIS LOOT . . . There's a sucker born every minute, said P. T. Barnum. Among the group are the ladies in this building who have been leaving their purses and wallets unattended. Compliance and Security reports that a lucky sneak thief has been making a very nice living lately here in this building, thanks to carelessness of some of our more trusting gals.

SPEAKING OF SHOPLIFTING . . . Less tempting than a purse, but bigger than a breadbox, is the model 4000-L, Ewer portable tape recorder that was borrowed from the Chief of Aviation Medicine's Industrial Hygiene Branch, and thus far, not returned. The equipment is urgently needed for noise measurement studies. If you know of its whereabouts, please contact AM-430.

NEWSLETTER GETS TITLE; WINNER GETS RIDE . . . For submitting the winning entry in the contest to name the weekly newsletter for youth opportunity campaign employees, Anita Dillard, FS-400, will be taken on an airplane ride in an FAA DC-3 inspection plane. The newsletter has been titled "YOC's TAKEOFF."

WELCOME TO FAA! . . . Wilhelmina E. Newman, Data Systems Division, MS; Deborah A. Davis, Office of Budget; Bettie P. Scott, Management Analysis Division, MS; Daniel J. Aragona, Budget Review & Systems Staff, BU; Clyde J. Bingman, Personnel Operations Division, HQ; Charles H. Smith, Research and Facilities Programs Division, BU; Adrian K. Forney, Engineering Division, SST; Rosalie W. Baker, Data Systems Division, MS; Sandra F. Wilson, Executive Staff, RD; Kathleen M. Dube, Executive Staff, HQ; Patricia A. Pringle, Training Division, PT; Jeffrey A. Bassuk, Maintenance Engineering Division, MS; David H. Ross, Maintenance Division, CA; Robert H. Orr, Management Analysis Division, MS; Susan L. Atkins, Administrative Staff, CA; Norma J. Straub, Technical Assistance Division, IA; Blanche M. Mader, Executive Staff, RD.

AWARDS AND REWARDS . . . In Airports Service the following awards were presented: Quality Within-Grade Pay Increases - Bobbye Jo English, Angela M. Ferrari, Joseph Forman, John R. Goodwin, Julianne Smith; Length of Service Awards - Lamar E. Guthrie, Horace P. Luckett, Ernest E. Smalling for 25 years of Federal service; Roland A. Heim for 15 years. Systems Research and Development Service presented Quality Within-Grade Pay Increases to Martin Natchipolsky, Walter Faison, Evelyn Bevis, Charles E. Dowling and Joseph Herrmann; A Sustained Superior Performance Award was presented to Mary Sorrentino.

LOST IN HEADQUARTERS SHUTTLE MAIL DURING JULY . . . Four 16 x 20 inch color prints of Dulles International Airport and their 4 x 5 inch negatives. If they have been found, please call Nancy Koplinka, IS-30, x25568.

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

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AUG 22 1967

William F. McKee
Administrator

67-34 August 21, 1967

Branch, HQ-610

APPROPRIATIONS HEARINGS HELD ON FAA BUDGET . . . Last week the Senate Appropriations Subcommittee on Transportation held hearings to examine the FAA's FY 1968 budget request, at the conclusion of which the Subcommittee's chairman, Senator John Stennis, praised General McKee for FAA's "excellent presentations." Most of the session focused upon the supersonic transport development program which received an affirmative response from the Subcommittee members. General McKee indicated to the Subcommittee that FAA and officials of the Administration currently were re-evaluating the agency's budget request to assure that it is adequate enough to assure a safe and reliable national aviation system. He noted that FAA's original budget request would not fund any new control towers or radars and asked for a restoration of the funds cut by the House because the reduction would force the agency to defer opening of six new radars and 12 new towers which are to be commissioned during this fiscal year. Also testifying were Deputy Administrator D. D. Thomas and General J. C. Maxwell, Director of the Office of Supersonic Transport Development.

FLOOD TOLL HIGH . . . Flood damage both in FAA facilities and in personal property was reported as being heavy as a result of the nearly nine feet of water that deluged Fairbanks early last week. All longline communications, the ARTCC, and the Low Frequency Range remained out of service at the end of the week, and two of the four airports in the Fairbanks area were closed. Other NAVAIDS and communications were operating normally. Although all of the 163-agency employees had not been accounted for due to lack of communications, there are no known casualties. Property damage was great, however, with an estimated 30 to 50 per cent of FAA homes suffering severe to total damage. A number of homes are off their foundations and water was still at roof level in a number of areas. Many automobiles and personal possessions are a total loss.

INSURANCE MEASURE VETOED . . . President Johnson has vetoed a bill providing increased life insurance coverage for Government employees. He explained that at a time when new taxes and reductions in Federal spending are under consideration, "This bill would impose an added burden on the American taxpayer" The President had originally recommended a \$13 million insurance program which was designed to provide additional coverage for employees and also to make the insurance system actuarially sound. The bill passed by the Congress, which the Washington Post described as "grossly out of keeping with fiscal realities," would have cost \$61 million.

FAA OPERATING AT 1967 LEVEL . . . The 1968 appropriation bill for DOT will probably be enacted in September. In the interim the FAA is financed at approximately the 1967 level. In order to recruit for some of the additional positions requested for field operations in advance of the availability of the total 1968 appropriations, it has been necessary to curtail some support activities both technical and administrative. The Senate has been requested to restore the funds reduced by the House and if the final bill provides for complete restoration, some relief will be provided. After the 1968 appropriation bill has been finalized, a decision will be made regarding our 1968 program.

BIG SAVER . . . The DOT was one of four agencies honored recently by the Civil Service Commission for outstanding achievements in the Economy Champions program. The Department received a special plaque for having achieved the greatest savings -- \$2,823,957 -- during the six months of the program.

NTSB ISSUES HEARING SUMMARY . . . Fatigue failure in a cylinder of a propeller on a Lake Central Airlines Convair 580 that crashed near Marseilles, Ohio, on March 5, was disclosed by the National Transportation Safety Board at a public hearing in Indianapolis on August 2. In a summary of the hearing a NTSB investigator testified that "all four propeller blades of the right propeller had separated and the number 2 blade had penetrated the aircraft fuselage in line with the propeller plane. Evidence showed the penetration had destroyed the integrity of the fuselage structure causing the aircraft to crash." He said that subsequent examination showed that "the cylinder failure was a fatigue failure, which had progressed around the entire circumference of the cylinder wall until a sudden total separation occurred."

MACY CITES OPT EMPLOYEE . . . Mr. Donald E. Higgins, Jr., the agency's coordinator for employment of the handicapped, received the U. S. Civil Service Commission's Special Service Award last Thursday. In presenting this award, Chairman John W. Macy commended Mr. Higgins for his imaginative leadership in conceiving, developing, and promoting the first awards program for handicapped employee of the year established by a Federal agency.

TECHNICAL REPORTS AVAILABLE . . . Some 110 scientific and technical reports covering the period from July 1966 through July 1967 are currently available both to the public and to agency employees. Subject areas cover air traffic, airports, navigation, aircraft, weather, communications, and miscellaneous reports. To obtain copies contact the Printing Branch, HQ-438.

NEW FAA/USN LIAISON OFFICER . . . Henry (Hank) F. Holder, formerly the Assistant Chief in the ATC Procedures Branch, has been named FAA Liaison Officer at the USN Aviation Flight Safety Center at Norfolk NAS replacing William Darby, now retired. Holder has served in the Washington Office and the Cleveland ARTC Center since 1951. During his Washington tour he was instrumental in developing FAA rules and air traffic control procedures related to both military and civil air operations.

BETTER DEAL FOR MEDICALLY UNQUALIFIED . . . New emphasis is given to FAA's policy "to assure, to the extent possible, continued employment of employees found to be medically unqualified for their present positions, but who are medically qualified for other types of positions in the agency." (see INTERCOM May 29). To make this policy more of a reality, a requirement has been established that all employees found to be medically unqualified in positions having special medical standards be given an opportunity to meet with a Regional Placement Review Board which consists of medical, personnel, and program officials. The employee will explore with the Board reassignment possibilities, retraining opportunities, disability retirement, Bureau of Employee Compensation benefits, and other possibilities. In taking this action, agency officials noted that employees also have a responsibility: to recognize that refusal to take a new job, to relocate, or to take advantage of retraining will limit placement possibilities.

AGENCY LAUDED FOR SAVINGS . . . Secretary Boyd has commended FAA for its "substantial accomplishment" in cost reductions by cutting inventories and increasing property utilization. "The savings realized by FAA are truly impressive," the Secretary said, "and constitute outstanding examples of cost reductions of the kind sought by the President." In a memorandum to the Administrator, Secretary Boyd asked that he convey "my congratulations to all employees of the FAA staff who contributed to these fine achievements."

NEW GI BENEFITS APPROVED . . . House and Senate conferees reached agreement last week on a bill to improve pension and education benefits for all veterans and to provide wartime benefits for Vietnam GIs. Subsistence allowances for vets in college will be increased and enlarged to cover broader areas of education such as flying instructions or other on-the-job training. The bill also provides for a three-year extension of the program for guaranteed mortgages for World War II veterans which had expired on July 25.

RULE-MAKING SUMMARIZED . . . During the week of August 9-15, the FAA issued Notice 67-37 proposing to amend Part 91 to provide that the report, presently required from a pilot who is given priority by ATC in an emergency, be submitted only upon the request of ATC (comments due before October 3, 1967).

CAPSULE COMMENT . . . SST Program Director Maj. Gen. J. C. Maxwell to the National Space Club in Washington, D. C.: "What makes our SST program unique is that the government is, perhaps for the first time, acting in what the classic economists call, the role of the entrepreneur. The Government is organizing a business undertaking and assuming risks in the expectation of getting its money back and sharing in profits should they be significant. In most other forms of government assistance, the economic success of the project was either demonstrable in advance, or national interests were so predominant that they outweighed economic considerations. As the entrepreneur we have determined two things -- we have a worthwhile product -- and the market for this product is large enough to warrant its commercial success."

RELAX, KEEP YOUR COOL . . . If you are an "A" level parker who is generating a case of the whips and jangles thinking about the encroaching 9th Street Expressway which is slowly inching its way south across the Mall -- relax. It will not interfere with access to your parking spot in the basement of Headquarters. Besides, it is too early even to begin to wrinkle your brow. District engineer Gerard Ruhe says it won't be until late spring, at least, before the strip of 9th Street on the west end of the building feels the bite of the earth movers. Even before that happens, an access road will be constructed that will allow uninterrupted passage into the garage. The next stage of tunneling (Actually, ditching, because the process they are using is fundamentally a deep trench. The "tunnel" is built in the trench and covered over with earth) will be from Jefferson Drive on the north side of the Smithsonian and across Independence Avenue. Traffic on Independence will move over a temporary bridge during construction. The last phase will rip up our side of 9th Street. When the job is finished, sometime in early 1969, there will be a landscaped area in the center of what is now 9th Street (it will still be 9th Street) with free north and south traffic. Virginia bound motorists will be able to enter the expressway via a ramp from 9th Street on the south side of C Street. A subterranean bus bay is also provided. The main entrance to the three-lane expressway will be from Constitution Avenue. All traffic will be one-way, with the first traffic light deep inside Virginia.

THE FACE IS FAMILIAR; THE NAME IS . . . You must have noticed that some Headquarters employees are sporting name tags. The staff of the Office of Personnel and Training are wearing them so other people will get to know them. The tags reflect Mr. Tippetts' belief that people who work together should find it easy to get to know one another. If you think it's a good idea, discuss it with your supervisor. The name tags are authorized in accordance with agency Order 3790.4A, Personal Identification Badges.

AWARDS AND REWARDS . . . The Air Traffic Service presented Sustained Superior Performance Awards to Jean McLimans, William Boatright, George LeFevre, Robert Binder, Marie Douglas, Rochelle Claypoole and Ruth Hageman. Quality Within-Grade Pay Increases were presented to Gordon E. Kewer, Clyde Dubbs, Antoinette McIntire and Albert Ridenour. The Office of Compliance and Security presented a Quality Within-Grade Pay Increase to Louis V. Sills. The Office of Supersonic Transport Development presented a Sustained Superior Performance Award to Thressa S. Surdick.

HUBBELL OFF TO ALASKA . . . Henry Hubbell, formerly Chief of the General Aviation Operations Branch, FS, has been reassigned to the Alaskan Region as Chief of the Flight Standards Division. He had been in his last position since 1965 and prior to that was Chief of the Planning and Program Branch of Flight Standards.

THEY DID IT! . . . Last Thursday night the "Jetstars" came up with the big win giving them the 1967 League No. 9 championship. Beating the Washington Hospital Center gave the girls a season record of only one loss. Next month the team will enter the D. C. City-Wide Tournament playoffs.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

AUG 31 1967

William F. McKee
Administrator

Technical Processing
Branch, HQ-610

67-35 August 28, 1967

COUNTERPART STUDIES BEGIN . . . In response to suggestions from both the Bureau of the Budget and the Congress, Secretary Boyd is initiating a series of reviews of counterpart areas within the DOT in order to clarify relationships and functions and to "establish the most effective and economical assignment of functions and allocation of personnel for the efficient conduct of the Department's affairs." The first study will be conducted in the area of personnel and training, and will then move to legal activities, public affairs and international transportation. In a memorandum to the heads of the modal agencies the Secretary assured the administrators that "no action will be taken on any report covering either a counterpart area or an opportunity for consolidation of functions which affects an administration without my personally taking into account your views as to the desirability and consequences of the proposed actions." In reply to the memorandum Administrator McKee said that any changes that result ". . . must be implemented in a way to avoid any injury to the careers of employees involved as well as to give consideration to: (1) the needs of the missions assigned to the modal administrations; (2) the principles of decentralized administration; and, (3) the need for economy -- in that priority order." The Administrator assured the Secretary of full support from FAA in the studies.

FAIRBANKS DIGS OUT . . . A degree of normalcy is returning to Fairbanks as the area begins to dry out following the recent disastrous flood. Nav aids and communications are being returned to use and the Low Frequency Range, presently operating as a beacon, will return to full operation shortly. However, the strobe lights at the international airport are still inoperative and land communications are poor. Radar sectors at the Fairbanks Center are now operational but the manual sectors, which were transferred to the Anchorage Center at the outset of the flood, will not be returned to Fairbanks for the present. FAA families in Anchorage are providing shelter for 209 agency dependents evacuated from the flooded Fairbanks area and they will remain there until further notice while utilities and other services are being restored. Incomplete reports show that over \$16,000 has been contributed by employees throughout FAA to assist Alaska FAA families who have suffered property losses in the flood. Although final figures will not be known for some time, the response has been enthusiastic. Alaskan employees are appreciative and heartened by the aid given by their colleagues. To make further contributions, checks should be made payable to: FAA - Fairbanks Flood Fund. The fund, to be administered by an employee group, will receive applications for funds and the money will be given on the basis of need.

"BOOTSTRAP" MOVES TO ARTCC'S . . . Now that the handbook, "Improvement of Operating Conditions at TRACON Facilities," is a reality and many of the TRACON's are beginning to take on a new luster, the agency is turning its attention to ARTCC's. Noise, lighting, data display and communications are the areas of major interest. A handbook providing source, cost and installation information for improvement items already tested at NAFEC is being prepared and should be out next month.

BUSINESS IS BOOMING . . . U. S. scheduled airlines will invest \$4.1 billion for 741 new aircraft in 1967-68, according to an Air Transport Association survey. The study also reported that a five-year airline re-equipment program (1966-1970) has currently reached a high of 1,169 aircraft costing \$7.6 billion.

AIRPORT SITE GUIDE ISSUED . . . A handbook for sponsors of civil airport projects, pointing out the necessity for taking many factors into consideration in selecting a site, has been issued by the agency. The guide points out that sound airport planning requires knowledge of present and future aeronautical needs of the community. It recommends at least a five-year forecast period for airports serving general aviation and ten years for airports where both airline and general aviation service is anticipated.

BEING "OLDER" HAS SOME BENEFITS . . . Older pilots tend to be as safe, if not safer, than younger pilots on a proportionate basis, and pilots under 30 tend to be slightly less safe than their elders, according to a report issued by the National Transportation Safety Board. The report, compiling the number of accidents by all airmen certificate holders, and by pilot age groups, also shows that 83 per cent of all student pilots are under 40 and over half are not yet 30 years old.

"MISSION SAFETY=70" GOALS BEING MET . . . FY 67 was the best year in accident reduction, with disabling injuries down 13 per cent and vehicle accidents down 5 per cent over FY 66 -- better than the record which won the President's Safety Award for FAA. The Alaskan Region led the agency in both categories with a 67 per cent reduction in the disabling injury rate and a 45 per cent decrease in the rate of vehicle accidents. The agency is well on its way toward achieving Mission Safety=70 goals -- let's keep up the good work.

FSS PROCEDURES COMMITTEE WORKSHOP RESCHEDULED . . . The first FSS workshop (created by Order 1110.37) will convene in Washington on October 2, 1967, instead of October 16, as originally scheduled. The change will permit faster action on the procedural recommendations made by the Committee. All air traffic specialists are urged to submit their suggested solutions to procedural problems to their Committee representative -- names and addresses published in Notice N 1110.18. Meaningful improvements in flight assistance and communications procedures can be accomplished by the Committee only if those specialists performing these functions make their contributions.

FY 68 FAAP FUNDS ALLOCATED . . . Federal matching funds totaling \$70.2 million have been allocated under the FY 1968 Federal-aid Airport Program for construction and improvements of 386 airports. Of this, \$6.1 million has been set aside to build 38 new airports and the remaining \$64.1 will be used to improve 348 existing airports.

ESIS/FARE PROMOTIONS AND REASSIGNMENTS ANNOUNCED . . . Selected through ESIS are: Charles Kohlhausen, Electronic Engineer, Systems Research and Development Service; Horace P. Lockett, Chief, Federal-Aid to Airports Program Requirements Branch, Development Programs Division, Airports Service; Robert J. Endres, Chief, Design Standards Branch, Standards Division, Airports Service; James K. Howes, Chief, Airports Branch, Miami Area, Southern Region; Harry Bernard, Chief, Flight Standards Division, Eastern Region; Arthur P. Jiracek, Chief, Quality Control Branch, Aeronautical Center; Robert W. Frieberg, Assistant Chief, Aircraft Services Base, Aeronautical Center; William H. Quinn, Chief, Airports Branch, Chicago Area, Central Region. FARE selections are: Eugene A. Van Gundy, Air Carrier Operations Specialist, Brussels, Belgium, (Europe, Africa, and Middle East Region); David D. Bailey, Chief, Flight Inspection Group, Beirut, Lebanon, (Europe, Africa, and Middle East Region); and Charles E. Sharp, Jr., Chief Advisor, Beirut, Lebanon, (Europe, Africa, and Middle East Region).

CAB FLEET REPORT OUT . . . The domestic air carrier fleet totaled 2,319 aircraft of all types available for service at the end of last year, according to the latest CAB fleet report. Of this number, nearly 1,000 were turbojets and turboprops. The report also reflects the recent addition of quick change aircraft types which can be converted between passenger and cargo configurations. Year-end figures show 119 convertible type aircraft in the fleet.

EXECUTIVE SELECTION ANNOUNCED . . . Emil D. Jacobson, Assistant Area Manager, Houston, has been selected as Area Manager in Albuquerque, replacing Paul Cannon who becomes Chicago Area Manager.

PAPERWORK MANAGEMENT TRAINING OFFERED . . . Two-week seminars on all aspects of paperwork management will be given by the National Archives and Records Service in Washington on October 9, February 5, and May 13. For further information and reservations, write to the Paperwork Management Branch, MS-140, or call FAA Headquarters, ext. 27226.

RULE-MAKING SUMMARIZED . . . During the week of August 16-22, the FAA issued Amdt. 37-13, effective September 22, 1967, revising the TSO for "Turn-and-Bank Indicator (TSO-C36)"; and Amdts. 185-2 and 187-3, effective August 22, 1967, amending Part 185 (Testimony by Employees and Production of Records in Legal Proceedings) and Part 187 (Fees for Copying and Certifying FAA Records) to reflect the Public Information Act and the Departmental regulations implementing that Act (49 CFR Part 7). Also issued was Notice 67-38 proposing to completely revise the flight following rules that apply to Part 121 supplemental air carriers and commercial operators (comments due before November 7, 1967).

DULLES TO GET HOTEL . . . A 75-room expandable hotel will be built at Dulles Airport by the Marriott Motor Hotel, Inc., to accommodate the increasing numbers of travelers passing through the airport. The hotel, which will be completed by December 1969, will be located on a 17 1/2-acre site overlooking a man-made lake at the junction of the Dulles access road and the terminal area. The hotel company has a 40-year lease on the property. When it expires, ownership of the hotel will pass to the U. S. Government.

GOLF CHAMPS . . . George Borsari, Chief, Development Programs Division, Airports Service, and son, Jimmy, captured the Maryland State Golf Association's Father and Son Championship last week at the Washington Golf and Country Club. The pair won on the first hole in a sudden-death playoff.

RETIREMENT . . . Howard S. Stokes, presently with the National Airspace System Program Office, Systems Division, is retiring from the FAA on September 5, 1967, after over 30 years of service that started with the Coast Guard Light House Service. A luncheon will be given in his honor at the Naval Weapons Plant Officers Club. For further information, contact Camille P. Burruto, ext. 25881.

WELCOME TO FAA! . . . Harold G. Long, Office Services Division, HQ; William R. Dahl, Internal Audit Team, AU; John D. Edgbert, ATC Development Division, RD; James W. Taylor, Office Services Division, HQ; Richard L. Mason, Engineering & Maintenance Division, CA; Neil R. Eisner, Office of General Counsel; Diane M. Myers, Executive Staff, AT; Paul B. Bergman, Office of General Counsel; Gerald C. Davis, Maintenance Division, CA; Diane P. Ables, Executive Staff, RD; Charles F. Lloyd, Accounting Programs Division, Ms; John H. Trower, III, National Flight Data Center, AT; Marsha B. Sands, Training Division, PT; Allen G. Cobbs, Personnel Operations Division, HQ; Linda Lundin, Executive Staff, HQ.

SMOKING - UP AND DOWN . . . Employees are asked to refrain from smoking while riding elevators in the headquarters building because of the fire hazard and inconvenience to others. Ash trays are available at elevator entrances.

'OF REAL VALUE' . . . Secretary Boyd told an audience of DOT summer employees last Thursday that they had been of real value to the Department in many ways, particularly the clerical help provided during the sometimes hectic days of organizing. He said that, "Your work this summer has been worth more than what you've been paid" and suggested that many of the summer employees could return next year and perhaps receive higher salaries. On Wednesday, Aug. 30, Administrator McKee will close the FAA summer program for college students with a talk on the agency's goals.

A HELPING HAND . . . The FAA - Fairbanks Flood Fund is richer by nearly \$3,775 -- the total voluntary contribution to date from Headquarters and BNCA employees. Although the drive officially ended last Wednesday, anyone still having an urge to contribute can send their check to Mary Healy, HQ-2. (See story on Pg. 1).

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

FAA Library

SEP 12 1967

William F. McKee
Administrator

67-36 September 5, 1967

Technical Processing
Branch, HQ-610

AIRPORT PROBLEMS DISCUSSED . . . Secretary Boyd and Administrator McKee joined other Government officials in testifying on airport problems before the Senate Aviation Subcommittee last Monday. The Administrator pointed out that "One of the most important single factors presently acting as a deterrent to satisfactory development of the nation's system of airports, is the lack of unified planning responsibility and implementing authority in local or regional areas." He said that we are near the saturation point in our large airports and suggested that building of more airports near these cities "would relieve congestion by attracting small aircraft to them." Secretary Boyd warned that some \$3 billion would have to be spent over the next five years to meet airport development needs and that "neither the Federal Government, nor state and local governments, can be expected to increase drastically their expenditures for an airport grant-in-aid program." The Secretary suggested that money could be raised through imposition of a head tax on air carrier passengers, or by charging the air carriers higher landing and other airport fees.

AIR TRANSPORT COMMAND CELEBRATES 25TH . . . World War II's global ferrying service -- the Air Transport Command -- will celebrate its 25th anniversary at the Waldorf-Astoria in New York City on Friday, October 6. The ATC's alumni roster includes such luminaries as Administrator McKee, Robert Reynolds, Assistant Administrator for General Aviation Affairs, former Senator Barry Goldwater, author Ernest K. Gann, and former governors, ambassadors, and Secretaries of the Army, Navy and Air Force. For reservations contact Gordon A. Rust, Wesley Advertising, 630 Fifth Ave., New York 10020.

CIRCULAR EXPLAINS RADAR LIMITS . . . The agency has issued an advisory circular pointing up the inherent capabilities and limitations of radar systems and their effect on the service provided by air traffic control facilities. "Limitations inherent to radar systems cause various problems for radar controllers which may or may not be eliminated or minimized by the development of corrective electronic fixes," says Air Traffic Service Director Archie League. "It is very important for the aviation community to recognize the fact that there are limitations to radar service and that ATC controllers may not always be able to issue traffic advisories concerning aircraft which are not under ATC control and cannot be seen on radar." Copies of the circular can be obtained through normal distribution channels.

ATC IN THE NEWS . . . The first of a two-part series on the air traffic control system appeared in the Aviation Week magazine issue of August 28. The six-page article discusses present plans and future needs in the system.

FACELIFT IN ORDER . . . Modernization from South America to the western seaboard of Africa will be the first order of business at the Third ICAO South American/South Atlantic Regional Air Navigation meeting to be held September 13 in Buenos Aires, Argentina. The U.S. delegation to the conference will be headed by Howard Helfert, Chief of the International Programs and Policy Division, and the membership on the delegation will include representatives of the Departments of Defense and Commerce, industry, and FAA. Areas of consideration at the meeting include flight operational requirements, airports, communications, navigation aids, air traffic services, and meteorology.

NEW STANDARDS FOR RUNWAYS . . . New runway design standards calling for 100-foot wide runways at general aviation airports serving business jets, have been developed and will be used in all new construction. Taxiway widths will also be reduced from 75 feet to 40. Former recommended widths for runways was 150 feet if their length exceeded 4,200 feet. The 150-foot width, while considered necessary at airports handling large airline transports, is excessive for most business aircraft.

SPEED LIMIT PROPOSED . . . In order to provide a more realistic "see and avoid" environment in the airspace below 10,000 feet mean sea level (MSL) where traffic congestion is greatest, the agency has proposed a new regulation limiting aircraft flying below 10,000 feet MSL to a maximum speed of 250 knots (288 miles per hour). At present, there are no speed limitations imposed on en route air traffic. In proposing the regulation, agency officials cited the growing numbers of high performance aircraft using the airspace below 10,000 feet MSL where virtually all VFR flying is done, as well as about half of all IFR flying.

RULE-MAKING SUMMARIZED . . . During the week of August 23 - 30, the FAA issued Amdts. 45-4 and 47-4, effective September 29, 1967, to specifically provide for use of temporary aircraft registration ("fly-away") numbers by manufacturers, distributors, and dealers who hold a Dealer's Aircraft Registration Certificate. Also issued was Notice 67-39 proposing to prescribe a maximum permissible airspeed for all aircraft operating below 10,000 feet mean sea level (MSL).

SINK RISES . . . President Johnson has named George Sink, Asst. Chief of the International Programs and Policy Division, as alternate U.S. representative to the International Civil Aviation Organization (ICAO). Sink, who has been with the agency since 1941, will trade posts with John Brennan, who is currently serving as ICAO representative.

SAVERS SET RECORD . . . Nearly 1.8 million Federal civilian employees now own U.S. Savings Bonds or the new Freedom Shares -- a 21-year record -- according to a Civil Service Commission census. An estimated 78.7 per cent participated in the 1967 campaign, bringing total sales up to \$328 million, compared to \$159 million before the campaign began.

COMPUTER TAKES OVER . . . A computer that can process over 500 flight plans per hour is now in full-time operation at the Cleveland ARTCC. The new IBM 9020, a key component in the semi-automated National Airspace System now being developed, will relieve controllers of some of the more routine clerical tasks. The \$1.7 million computer is capable of making up to 200,000 calculations a second and can perform some calculations 500 times faster than the equipment it replaces.

CURRENT REPORTS CATALOG AVAILABLE . . . The Office of Management Services has released the 1967 edition of the Catalog of Headquarters FAA Recurring Reports (Order 1340.3B). The guidebook tells by what authority, when, on what form, who prepares reports and to whom the reports are sent. Summary tables included show the number of reports by office and service and the reports grouped by the major categories of the planning-programming-budgeting system.

FORMS MANAGEMENT TRAINING OFFERED . . . Two-week seminars on all aspects of forms management, analysis, and design will be given by the National Archives and Records Service in Washington starting on September 11 and April 8. For further information and reservations write to Paperwork Management Branch, MS-140, or call FAA Headquarters, extension 27226.

UCR SAVES CONTROLLER TIME . . . James D. Hingst of the Boston ARTCC reported that flight plan information for certain military flights entering Boston from the New York area could not be relayed from the New York center computer to Boston's computer. This condition resulted in much valuable time taken by the controllers at both centers to relay, copy, and resubmit these flight plans into the computer. Hingst's Unsatisfactory Condition Report (UCR) highlighted this problem, and the New York operation was reprogrammed to provide computer processing of such flight plan information. If you know of an Unsatisfactory Condition, let's hear about it today by submitting a UCR!

FAA MAINTENANCE SYMPOSIUM SCHEDULED FOR NOVEMBER . . . FAA will conduct its third annual maintenance symposium on November 7 - 9 at the Aeronautical Center in Oklahoma City. As in previous years, international representation is expected from manufacturers, airline operators, general aviation firms, and government departments. This year's theme is "Maintainability and Reliability of Aircraft Systems and Components." Formal presentations and panel discussions will be included in the three-day agenda, which will be available in early October. Based upon past participation, more than 125 foreign representatives are expected to attend the meeting.

READ ALL ABOUT IT . . . 95 per cent of Fairbanks flooded, half the city homeless, and \$250 million damage done -- yet the FAA crew carried on. Read about their heroic efforts in the September 4 issue of FAA HORIZONS . . . In the same issue read about 'Ma' and 'Pa' Pitts building a do-it-yourself airplane. They are two of nearly 4000 homemade plane builders who annually make the scene at Rockford, Ill. . . . Also coming in the Sept. 4 issue is the first in a series of articles on EU -- the biggest, most diverse region of the FAA. All this and more is yours in the Sept. 4 edition of HORIZONS . . . out this week!

COMBINED FEDERAL CAMPAIGN WORKERS' RALLY . . . Administrator McKee, Chairman for the agency's 1967 Combined Federal Campaign, will kick off the annual fund raising drive with a rally for all FAA Headquarter Campaign workers in the auditorium on Monday, September 11, at 2:00 p.m. Vice Chairman for the Campaign is Joseph H. Tippetts, Associate Administrator for Personnel and Training.

A CENTURY OF BALLOONING . . . The Library of Congress is currently exhibiting selected prints, drawings, and photographs illustrating the history of ballooning in the late 18th century and in the 19th century. The display can be found on the first floor in the Main Building.

EXECUTIVE REASSIGNMENTS ANNOUNCED . . . Oscar Bakke, currently Eastern Region Director, has been named to the new position of Associate Administrator for Plans. Filling Bakke's New York post is George Gary, Director of the Alaskan Region, and replacing Gary is Lyle Brown, Manager of the Minneapolis Area Office. Kenneth P. Gray has been reassigned to the position of Technical Advisor to the Director of NASPO. Prior to this move, Gray served as Chief, Engineer Branch, NASPO.

WELCOME TO FAA! . . . Lyle V. Irvine, Advisory Services Division, AU; Eva G. Sherbert, Executive Staff, IM; Roy A. Brown, Maintenance Division, CA; Robert Graig, Management Support Staff, MS; William O. Howland, Procurement Operations Division, IM; John W. Arata, Office of General Counsel; Roy F. Bean, Engineering & Maintenance Division, CA; Demetre A. Koutras, Office of Audit; Karen Ream, Administrative Staff, CA.

AWARDS AND REWARDS . . . The Office of Supersonic Transport Development presented the following award: Sustained Superior Performance Award to Delphine V. Savoy. The Bureau of National Capital Airports presented the following awards: Quality Within Grade - Ashton McKenney, Francis Larew; Sustained Superior Performance - Arthur Ecklund; Special Service Award - N. June Coleman.

FAA EMPLOYEE NAMED TO NAPH POST . . . Dorothy E. Sweitzer, an FAA employee for 25 years, has recently been named as a national officer in the National Association of the Physically Handicapped. A holder of the NAHB's certificate of merit for outstanding service, she is presently employed as a voucher examiner for Headquarters in Washington.

WRITERS NOTE . . . The following "instructions to writers" were copied from a notice in a committee room on Capitol Hill:

1. Don't use no double negative.
2. Make each pronoun agree with their antecedent.
3. Join clauses good, like a conjunction should.
4. When dangling, watch your participles.
5. Verbs has to agree with their subjects.
6. Don't use commas, which aren't necessary.
7. Try to not ever split infinitives.
8. Its important to use your apostrophe's correctly.
9. Proofread your writing to see if you any words out.
10. Correct spelling is esential.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

FAA Library

William F. McLean

SEP 14 1967

Administrator

67-37 September 11, 1967

featuring

PROFESSIONAL JOB RECOGNIZED . . . Three air traffic facilities -- the Jacksonville ARTCC, Opa Locka, Fla., Tower, and the Oklahoma City FSS -- have been chosen as winners of the first annual National Facility Award competition. These facilities have "rendered professional service of a distinctive character," said Archie League, Air Traffic Service director, in announcing the winners. Regional facility award winners are: ARTCC's -- Los Angeles, Chicago, Fort Worth, New York, Guam; Towers -- St. Louis, Kennedy, Lubbock, San Jose, Honolulu; FSS's -- Crossville, Tenn., Detroit, Columbus, Phoenix, Kenai, Alaska, and Honolulu. Recognition will be given annually to facilities that "best demonstrate the inherent qualities of pride, competitive spirit and dedication to duty." Each of the winning facilities will be presented with a plaque.

ASSISTANCE APPRECIATED . . . FAAers in Fairbanks are very appreciative of the many offers of assistance and for the concern shown for victims of the recent flood, says Fairbanks Area Manager Darrell Nelson. "We have received many, many official and private expressions of kindness and sympathy directed to Fairbanks FAA flood victims," he said. "These include food, clothing, money, transportation, care and housing of dependents, laundry services, cleanup teams, and many other items. We cannot begin to identify all those who assisted, so I am certain we will miss many of you in our personal thanks. Speaking for the Fairbanks FAA team and dependents, these kindnesses are sincerely appreciated." Alaska Representative Howard Pollock also sent his thanks to FAA for "the deeds of FAAers in Alaska and elsewhere in responding to the flood emergency in Fairbanks." He said, "It was heartening to learn that the men and women of FAA contributed so generously and quickly to the flood fund, and organized volunteer work parties to help their fellow workers in their hour of need." The latest count shows nearly \$48,000 in contributions to the flood fund.

FINANCIAL STATEMENT DEADLINE POSTPONED . . . The September 30 deadline for submitting financial statements, as mentioned in the June 26 Intercom, has been postponed until a new Department-wide directive on employee responsibilities and conduct is issued. This directive will supersede the current agency directive on this subject. All concerned will be informed when the new deadline is set.

1966 AIR TAXI CENSUS OFF THE GROUND . . . Over 2,000 questionnaires have already come in from the 3,600 air taxi operators on the first census of this rapidly growing business. The census was launched to help satisfy the need for more comprehensive data on this segment of general aviation. The data received will be published in the late fall by Management Services.

WORTHY OF NOTE . . . Throwaway minidresses are the latest fashion for airline hostesses on one line. Economy was cited as the chief reason for the move . . . Civilian employment in the Federal Government, including military agencies, totaled 2,980,156 at the end of FY 1967 . . . Life insurance companies are still the principal holders of airline debt with holdings of \$1.35 billion at the end of last year. This amounts to 41 per cent of the total airline industry indebtedness of \$3.30 billion . . . The Air Transport Association figures that an airline passenger has a 99.995 per cent chance of completing any scheduled flight safely. Odds for an automobile trip are 14.285 per cent.

ESIS SELECTIONS ANNOUNCED . . . Selected through ESIS are Usto E. Schulz, Assistant Chief, Flight Standards Division, Central Region; George Dane, Chief, Investigation Division, Compliance and Security.

GENERAL AVIATION PILOTS FLYING MORE . . . An estimated 21 million hours were flown last year by general aviation aircraft -- up 26 per cent from calendar year 1965. And, they flew an estimated 3.3 billion miles, showing a 30 per cent increase over the previous year. Other statistics compiled by the agency on general aviation patterns for 1966 show: Total general aviation hours flown under flight plans (IFR & VFR) were 6.0 million, an increase of 22 per cent over the 4.9 million hours estimated in 1965. Total number of general aviation flight plans filed was 3.0 million, an increase of 23 per cent over the 2.4 million filed the previous year. The average flight time per general aviation flight plan filed was 2 hours and 1 minute compared to 2 hours and 2 minutes in 1965.

SST STORY AIRED ON EDUCATIONAL TV . . . The story of the U.S. supersonic transport will be aired over a TV network of more than 20 educational television stations throughout the U.S. in the next few months. The TV show, "Research and Development Review," will premiere in Los Angeles on Channel 28, KCET, at 9:30 p.m., September 14 and rerun on September 16, at 9 p.m. Dates of subsequent showings in other cities will be announced later. The SST program features an hour-long interview of Major General J. C. Maxwell, FAA's director of supersonic transport development, and H. W. Withington, vice-president and SST branch manager, The Boeing Company. The program moderator is Dr. Albert Hibbs, senior scientist of the Jet Propulsion Lab and lecturer in government at the California Institute of Technology, Pasadena, Calif.

RULE-MAKING SUMMARIZED . . . During the week of August 30 - September 5, the FAA issued Amdt. 93-9, effective October 6, 1967, to establish a special air traffic rule for Portland, Ore., International Airport Traffic Area. Also issued was Notice 67-27A extending the comment period for 30 days on Notice 67-27, "Certification and Operations of Travel Clubs," (comments are now due before October 12, 1967).

FILM ON THE MENTALLY RETARDED DISTRIBUTED . . . "Selling One Guy Named Larry," an employment film showing the capabilities of the mentally retarded, has just been distributed to regions and centers. The 17-minute film will be used to acquaint supervisors with the advantages of employing mentally retarded persons in some jobs.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

FAA Library

SEP 21 1967

William F. McKee
Administrator

67-38 September 18, 1967 ^{Tech.} sing
Branch, HQ-310

A PARADOX: PROSPERITY HAS BECOME AVIATION'S PROBLEM . . . Trying to keep safety and convenience in step with the mounting public demand for air travel has become a serious problem for FAA and the aviation community, General McKee told a group of international airport operators last week. As an immediate antidote, General McKee revealed that the National Airport Plan will take on a new look next year, including, for the first time, a projection of airport requirements for ten and twenty years in the future. Until now, the NAP has been a five year forecast. General McKee warned that it is becoming increasingly "difficult even now to find sufficient land for airport needs. It will be practically impossible in the future." Therefore, to stimulate better land use planning, the NAP also will include advice to communities as to what they will need in the way of runway lengths. General McKee was in Boston to address the annual meeting of the Airport Operators Council International.

PLAYING THE NUMBERS FOR SAFETY . . . What kinds of facts and figures interest the statisticians when it comes to aircraft accidents, and why? The Navy Safety Center in Norfolk, Va., is trying to find out. A project to identify mutual interests in collecting and processing aircraft accident data represents the first step toward developing a more facile system for swapping relevant accident data among civilian and military aviation groups. Speaking of safety facts and figures, a statistical boo-boo occurred in last week's INTERCOM: The item should have read that your statistical chances of arriving safely by automobile are 99.965 per cent not 14.285.

THREE KEY SLOTS FILLED . . . Recent ESIS selections placed Glyndon M. Riley in the job of Chief, Personnel and Training Division, Western Region; and Richard Gaudet, Chief, Automatic Data Processing Planning and Standards Branch, Office of Management Services, Washington.

SAFETY AWARD NOMINEES SOUGHT . . . Nominations are currently being accepted for the Flight Safety Foundation's annual Laura Taber Barbour Air Safety Award. The award, a major one in the aviation field, is given each year in recognition of notable achievement in aviation safety. The deadline for nominations is October 2 and the Foundation will make its determination in December. (See N 3450.16 for details)

COMBINED FEDERAL CAMPAIGN KICKED OFF . . . At the agency's CFC rally last Monday, Administrator McKee said this Campaign provides us with an opportunity to demonstrate our compassionate concern for our fellow citizens and our generosity in worthwhile community endeavors. Let's make it a successful one.

PARLEY CONTINUES ON CONTROLLED AIRSPACE REVISIONS . . . Possible changes in controlled airspace procedures were reviewed last week in Washington with representatives of major aviation organizations and the military services. It was the continuation of discussions on the subject that had begun two weeks earlier with Deputy Administrator Thomas serving as chairman.

BUCKLE UP FOR SAFETY . . . Practicing what it preaches about the life-saving nature of automobile safety belts, the DOT, in conjunction with the General Services Administration, has required the use of the belts for all passengers riding in official DOT or GSA station wagons and sedans. Employees of both agencies are now required to use the seat belts whenever driving DOT- or GSA-owned vehicles, and drivers are prohibited from moving the vehicles until all passengers have buckled up. The new requirement is part of a nationwide effort by DOT and GSA to emphasize the use of seat belts as a means of reducing injury and loss of life in accidents.

THE LAST WORD LINGERS ON . . . A proposed FAA rule that would make privately-owned air travel clubs which operate large (over 12,500 pounds) transport aircraft subject to the same FARs applying to commercial carriers has evoked so much discussion that the deadline for comments has been extended by one month to October 11. It is estimated that some 25 such air travel clubs are in operation in the U.S. today, owning or leasing aircraft.

ON THE DOCKET . . . During the week of September 6-12, the FAA issued Amdt. 77-4, effective November 12, 1967, to eliminate the requirement that the FAA must find any structure exceeding the applicable obstruction standard and located within 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 any mitigating factor.

RED LETTER YEAR FOR THAT LITTLE EXTRA . . . Employees reaped \$59,750 for suggestions and \$437,709 in performance awards during the last fiscal year, according to the latest figures from the Office of Personnel and Training. Cash awards for suggestions showed a 44.7 per cent gain over last year.

BLUE RIBBON PANEL TO EXAMINE EMPLOYEE-MANAGEMENT PROGRAM . . . On the fifth anniversary of Executive Order 10988, which established the policy and arrangements for cooperation between employee organizations and agency management in the Executive Branch, President Johnson has designated a top-level committee to review the first five years of experience. The panel, chaired by the Secretary of Labor and comprising Secretary of Defense McNamara, Postmaster General O'Brien, Director of the Budget Schultze, CSC Chairman Macy, and Special Assistant to the President, Joseph A. Califano, Jr., will examine what the program has accomplished, where it is deficient, and will consider appropriate adjustments if needed.

REMINDER TO WASHINGTON HQ. TYPES . . . Don't forget the FA Club picnic this Sunday, Sept. 24, at Ft. Washington. Tickets are available at the Club office.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

SEP 26 1967

Technical
Branch, HQ-610

September 21, 1967

William F. McLean
Administrator

SPECIAL EDITION

NEEDED: A HELPING HAND

Disaster has again struck some of our fellow employees. On September 16, Typhoon Sarah's 120-mile-an-hour winds hit Wake Island, destroying nearly all FAA housing as well as causing extensive damage to FAA facilities. Some 500 dependents of the 250 agency employees on Wake had to be evacuated and were airlifted to Honolulu.

The Administrator expressed his concern for Wake employees and their dependents in a telegram, saying: "All of your fellow FAA employees join me in expressions of concern and support on your difficulties resulting from your recent tragedy. Please be assured that all financial and other assistance legally available will be furnished you. In addition, emergency financial aid is being arranged and will be on the way soon. Maintenance of minimum activities and restoration of services on Wake will require continued sacrifices and inconveniences to employees, and their families, who man FAA facilities there. I am assured that working together FAA and its people will succeed in overcoming this temporary set-back."

Although employees will eventually receive reimbursement for much of their loss, immediate financial assistance is needed. On a strictly voluntary basis, if any employee would like to lend a helping hand to those on Wake Island, it would be greatly appreciated. Each office and service head will accept contributions, and all checks should be made payable either to Cash or to Mary E. Healy. The deadline for contributions to the FAA-Wake Island Relief Fund is October 5.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

67-39 September 25, 1967

SEP 26 1967

William F. McLean

Technical *Branch*

Administrator

PRESIDENT REQUESTS SAFETY PLAN

Branch, President Johnson last week asked that FAA develop a long-range program for expansion and improvement of the air traffic control system. In a letter to Secretary Boyd, the President requested that the Administrator "conduct a review of current air traffic regulations, flight rules, and standards with a view toward making such changes as he considers necessary to maintain air safety." As a first step, President Johnson asked Congress to amend the FY 68 appropriation in order to provide \$7 million to hire more controllers and other vitally needed personnel. But, he added, "the aviation industry and the flying public should pay their fair share of the costs of the system needed to handle the increase in air traffic while maintaining a high level of safety." In order to help finance the necessary improvements the President proposed that a system of charges be initiated in order that "the users of the Nation's airways bear their fair share of its costs." Most of the \$7 million would be used to finance hiring of about 800 more persons for air traffic operations and 100 in other air safety areas. The President's request followed the agency's announcement last Tuesday of new rules designed to improve passenger chances for surviving airplane crashes. The regulations range from requiring seatbacks in an upright position for takeoffs and landings to providing 90-second evacuation procedures, use of fire-resistant materials in cabin linings and more and larger escape exits.

TRAVEL ALLOWANCE INCREASE PROPOSED

. . . Administration officials, testifying before a House Government Operations subcommittee, have proposed that the present maximum \$16 per diem travel allowance for government employees be increased to \$20. Civil Service Commission Chairman John Macy and Assistant Budget Bureau Director Harold Seidman said they felt that a \$20 maximum daily rate would meet employee needs.

SARAH WREAKS HAVOC

. . . Winds of up to 160 miles an hour and high seas left an estimated \$1.5 million worth of damage on Wake Island September 16 as Typhoon Sarah swept across the island. All NAVAIDS were knocked out and the only communication with the island was via ham radio or cable telephone. Heavy damage to family housing, crippling of the sanitation system and inadequate supplies of fresh water forced immediate evacuation of over 500 FAA dependents to Honolulu some 2,500 miles away. Reconstruction is underway to re-establish normal aircraft support services. A mobile control tower, flown in from the Alaskan Region, is providing limited local control capability, but enroute control has been shifted to the Honolulu and Guam Centers. Immediate financial assistance is needed for FAAers who lost most of their personal belongings. An "FAA Wake Island Relief Fund" has been established to help them get back on their feet. Each Region and Center has established its own contribution collection system. The fund drive is purely voluntary and your thoughtfulness will be greatly appreciated by your fellow FAAers.

A SECOND LADY RUNS AMOK . . . Hurricane Beulah did her best as she ripped up the Texas Gulf coast early last week with winds up to 160 miles an hour, heavy rain, rising tides, and 31 tornadoes dancing ahead of her. But agency personnel were ready for her and their hurricane plan worked. Some NAVAIDS were still under water late in the week but all facilities along the coast were operational. The only disruption in service was on Wednesday when most facilities had to be abandoned in the face of the main force of the hurricane. Everyone was back on the job the following day, and reports indicate that nothing was permanently damaged and there were no personal losses or injuries.

LOWERING "POSITIVE CONTROL" BECOMES RULE . . . The Federal Air Regulations will be amended to lower the floor of area positive control from 24,000 to 18,000 feet over the northeast and north central U.S. in order to assure safe separation of aircraft. The new regulation becomes effective on November 9. The area involved covers approximately 24 per cent of the country.

HANDICAP PROGRAM AWARD RECEIVED . . . Deputy Administrator Thomas last week received, on behalf of the agency, a commendation award from the President's Committee on Employment of the Handicapped for its outstanding program in giving employment to physically handicapped persons. FAA was the only Federal agency to be so honored. The Committee is celebrating its 20th anniversary this year and President Johnson has proclaimed October 1-7 as National Employ the Physically Handicapped Week.

GREAT LEAP FORWARD . . . Passenger traffic will increase at an average annual rate of from 8 to 13 per cent over the next ten years, according to a new study released by the Civil Aeronautics Board. The report, "Forecast of Scheduled Domestic Air Passenger Traffic for the Eleven Trunkline Airlines," shows that personal income and fares have been the most important factors associated with the growth of air travel. The study predicts that traffic will reach between 89 and 102 billion revenue passenger miles in 1970; to between 132 and 187 billion in 1975; and between 153 and 236 billion in 1977.

PAINT-LESS, INSTALL-LESS . . . From now on, it will not be necessary to identify all agency facilities with signs, according to a newly revised order. The order, 1730.4, eliminates the need to identify facilities not open to the public, thereby reducing the number of new Department of Transportation/FAA signs required from more than 5,600 to about 626.

COERCION PROTECTION BILL PASSED . . . The Senate passed and sent to the House a bill -- the election reform act -- which contains a provision making it a crime for anyone to directly or indirectly solicit Federal and postal employees for political contributions on behalf of a political party.

O'HARE TOPS TRAFFIC RECORD . . . Controllers at Chicago's O'Hare Airport handled a record 60,462 takeoffs and landings -- one every 44 seconds -- last August. Airline passengers handled at the airport totalled 2,737,293 during the same period.

CAPSULE COMMENT . . . DOT Under Secretary Hutchinson to the Airport Operators Council International: " . . . Another point which was suggested for my remarks today was the effect of inter-modal competition on aviation. I must say I am tempted to turn this around, because I am convinced that the major effect will be the other way. Air transportation has become the leader which other modes must follow if they are to keep up. The convenience and speed of air passenger transportation scooped the market -- and now the railroads, with the aid of the Federal government, are attempting to catch up by creating new concepts in high-speed ground transportation. In the field of freight transportation, the present state-of-the-art does not permit aviation to capture the heavy commodities moving in tremendous quantities -- ores and automobiles, aggregates and crude oil -- and perhaps it never will. But more and more, the high-value, light-weight items are being handled by air carriers, and as bigger and bigger jet aircraft come onto the scene, the surface transportation industry will have to hustle to stay in the same place."

RULE-MAKING SUMMARIZED . . . During the week of September 13-19, the FAA issued Amdts. 21-16, 25-15, 37-14, and 121-30, effective October 24, 1967, on "Crashworthiness and Passenger Evacuation Standards -- Transport Category Airplanes." Also issued was Notice 67-40, proposing to delete § 127.311(c) that requires the maintenance log to contain information from which the flight crew may determine the time since the last overhaul of the airframe and engines (comments due before November 22, 1967).

75,000 AIRCRAFT DELIVERED . . . One reason why general aviation has been dubbed as the industry's "waking giant" was revealed recently when the Cessna Aircraft Company reported it had delivered its 75,000th aircraft, establishing a world record for aircraft production.

U.S.-JAPAN TRAVEL STUDY UNDERWAY . . . A study to facilitate air travel between the United States and Japan has been agreed to by Secretary Boyd and Japanese Minister of Transportation Takeo Ohashi. The immediate objective of the study will be to improve techniques for handling the anticipated large number of travelers between the U.S. and Japan during Expo 70 which will open in Osaka, Japan, in March 1970. Long-range objectives will include the possible use of communications satellites for transmitting official data on air passengers and cargo, and elimination of certain document requirements on a trial basis.

FEDERAL WOMAN'S AWARD NOMINATION SOUGHT . . . Nominations are currently being accepted for the eighth annual Federal Woman's Award. The award is presented each year for notable achievements in a major government program. Candidates must have demonstrated leadership and shown a high degree of integrity, honesty, and judgment in their work. The deadline for nominations is October 6 and the award will be presented on March 14, 1968. (See Order 3450.2 for details)

HIGH LEVEL SUPPORT RECEIVED . . . The Office of General Aviation Affairs' school aviation education program received a top level boost recently when Vice President Humphrey urged more aerospace education in an impromptu speech at an Air Force Association meeting.

HQ. TOPS CFC DOLLAR GOAL . . . As of last Thursday, Washington Headquarters (including BUNCA and Washington Area Office) personnel had contributed \$139,310, or 101 per cent of their dollar goal, in the Combined Federal Campaign, according to Ludwig Andolsek, CFC Co-Chairman and Vice Chairman of the Civil Service Commission. The goal was set at \$138,200, and FAA was the first Government agency to top its objective. Twenty of the twenty-seven organizational units have reported 100 per cent participation or over, and the average contribution has been \$44. This is the third year out of four that the Campaign has been held that we have exceeded the goal set. The campaign doesn't end until October 30 so the total is expected to be much higher.

BAKKE IS PL-1 . . . Oscar Bakke, new Associate Administrator for Plans, has reported for duty in FAA headquarters. His routing symbol is PL-1; his telephone number is 25151; and his room number is 1000W.

TEMPORARY HOMES NEEDED . . . It will soon be summer vacation down in Central America and a number of youngsters will be coming to the U.S. for three months under a church-sponsored international student exchange program. Five or six of these students, aged 14 to 17, will be in the Washington area from November 12 to January 12 and temporary homes are needed for them. Anyone interested who has a child in this age bracket and would like to share their home and way of life with a student who would attend classes with your child, contact Ted or Marie Price at 938-2504.

HAVE A SEAT . . . The B-level garage is now graced with benches for the use of those who become weary waiting for carpool passengers, and also as a contribution to the beautification program. The benches were installed as a result of an employee suggestion.

MEETINGS, MEETINGS, MEETINGS . . . Our conference facilities are becoming more and more popular; so much so that we are forced almost daily to deny requests for rooms because of a full schedule. Two actions by conference room users will help: (1) Give prompt notification of meeting cancellations to HQ-325, x21847. This will allow someone else to use the room. (2) Do not request conference space for less than ten people; attempt to use a workroom or office in your own area. Another problem is cleanliness. To serve your needs, conferences are scheduled one right behind the other so there is no appreciable time allowed for clean-up purpose. Please help keep your conference rooms clean.

AWARDS AND REWARDS . . . The Bureau of National Capital Airports presented the following awards: Quality Within Grade - Russell M. Jones and William H. Jenkins; Sustained Superior Performance Award - William Gillespie. The Office of Supersonic Transport Development presented a Quality Within Grade Pay Increase to Robert L. Krick. The National Air-space System Program Office presented a Special Service Award to Patricia Keim, and Outstanding Performance Ratings to John Driscoll and Patricia Hunt.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

William F. McLean

67-40 October 2, 1967

MCKEE CHAMPIONS CONTROLLER CAUSE . . . The Administrator told air traffic controllers today that he was "determined to know more about the conditions under which you work" and also was ". . . determined to do whatever is necessary to improve these conditions." Speaking before the ATCA convention in Minneapolis, General McKee said that several programs were underway to help improve the inadequacies brought about by the tremendous increase in air traffic and by the shortage of controllers. He announced that he had begun work on "a program that will grant pilots and controllers immunity in the reporting of near misses" in order to assist in the development of methods of improving the agency's techniques in collision avoidance. The Administrator also reported on the status of the Civil Service Commission study of controllers' classification and qualification standards. He said that the "first tentative draft" of the new or revised ATC standards will be available in a few months. He praised the controllers for a job well done under sometimes trying circumstances and said he had learned "you all carry within you an unyielding sense of obligation for the safety of those who travel by air. All this is public service in the best tradition. I welcome, consequently, every opportunity to champion your cause."

PAY BILL STATUS . . . The Senate Post Office and Civil Service Committee opened hearings today on various Federal pay raise bills, and hopes to complete them within the week. The House Post Office and Civil Service Committee approved its version of a pay bill week before last. The Senate plans no further action until it receives a House-passed bill.

PRESENT JUMP RULES ADEQUATE . . . Deputy Administrator Thomas told the Senate Aviation Subcommittee last week that present regulations governing sport parachute jumpers "provide a reasonable degree of safety for air traffic and persons on the ground, and that existing statutory authority will allow us to expand the scope of our regulations to the extent such expansion may be necessary." Thomas, testifying on proposed legislation for increased regulation of persons "making parachute jumps, noted that "The individual who undertakes a parachute jump for sport presumably is aware of the nature of the activity." He added that, "We do not believe that every individual who wants to try his hand at activities of this nature should be required to undergo screening by the Government."

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THANKS TO ALL . . . Brig. Gen. John Kullman, Acting Director of the Alaskan Region, reports that all the Fairbanks employees and their families deeply appreciate the helping hand extended by fellow employees. Kullman said that the FAA-Fairbanks Flood Fund has been highly successful in meeting the immediate emergency needs of the Fairbanks people, and added that "your dollars are doing what you intended."

AIRPORTS SPUR GROWTH . . . Development or improvement of general aviation airports promotes economic growth in the communities they serve, according to a new FAA report involving a study of five communities. The study, "The Airport -- Its Influence on the Community Economy," found that at each location the airport increased retail and wholesale trade and spurred new service businesses. In addition to attracting new industries, the airports also helped to prevent companies already in the communities from moving out. Copies of the report are available through normal supply channels.

FILES CLEANOUT SUCCESSFUL . . . General McKee has sent letters of commendation to regions and centers whose personnel helped the agency reduce unnecessary files by 21.2 per cent. Reported reductions totalled 38,900 cubic feet of files material. This is equivalent to 5,185 file cabinets worth \$310,000, occupying 39,000 square feet of space valued at \$130,000 yearly. Pacific Region led with a 28 per cent reduction, followed by Southern (27.6), Western (24.4), Central (22), Eastern (22), Alaska (19), European (17.5), Aero Center (15.4), and Southwest (14.7). Washington Headquarters' reduction was 23.4 per cent. NAFEC did not participate because it held a cleanout in 1966.

A FIRST . . . The first Flight School Certificate ever granted by FAA outside the U.S. has been given to the Sotramat Flying School in Antwerp, Belgium. Basic and advanced ground school courses, and private pilot, instrument, and flight instructor flight courses have been approved.

MUTUAL ENEMY GENERATES COOPERATION . . . The airlines and general aviation pilots have massed their forces against a common enemy -- the weather. Arrangements have been made in the Western Region to furnish airline-derived weather data to the Flight Service Stations in order to upgrade the quality of weather information made available to general aviation pilots.

INITIATIVE PAYS OFF . . . The Massena, N. Y., Flight Service Station received a special commendation, and pilots using the airport have been saved substantial sums of money because of the initiative shown by the FSS personnel. The Customs office at the Massena airport closes at 5:00 p.m., while the nearby Ogdensburg Customs stays open until 8:00 p.m. Upon receipt of an inbound flight plan from Canada showing a Massena arrival after 5:00 p.m., the specialist calls the pilot informing him of the customs situation. Generally, the flight will divert to Ogdensburg, saving the pilot the cost of call-back overtime to the Customs officer as well as waiting time while the Customs official returns to the airport.

ECONOMIZE AND BE RECOGNIZED . . . For his efforts in "cutting the costs of Government," Nicholas J. Proferes, RD Navigation Development Division program manager, has been named an Economy Champion of 1967 by President Johnson. SRDS Director John A. Weber presented the President's personal citation to him along with letters of congratulation from Civil Service Commission Chairman John Macy and Administrator McKee. Proferes was directly responsible for achieving economical improvements in the design of instrument landing systems (ILS) that reduced the price by 60 per cent, with the net result of many millions of dollars saved and the potential of many millions more.

EXTRA LEAVE DUE THIS YEAR . . . Leave year 1967 contains 27 bi-weekly pay periods rather than the normal 26 -- an event that occurs only every 11th or 12th year. As far as the Federal Government is concerned, this leave year doesn't end until January 13, 1968. Supervisors will have an additional two weeks to help employees schedule annual leave that must be used or forfeited.

RULE-MAKING SUMMARIZED . . . During the week of September 20 = 26, the FAA issued Amdts. 47-5 and 49-4, effective September 29, 1967, to change the address of the FAA Aircraft Registry; and Amdts. 65-11 and 121-31, effective October 27, 1967, to allow a Part 121 commercial operator to (1) employ a repairman to perform or supervise maintenance, preventive maintenance, and alterations on aircraft or components thereof, and (2) perform maintenance for, and have maintenance performed by, other Part 121 certificate holders. Also issued were Notice 67-41, proposing a rule to require the use of a device, in static line parachute jumps, to assist the pilot chute in performing its function, or to assure full deployment of the main parachute canopy when no pilot chute is used (comments due before December 30, 1967); and Advance Notice 67-42, to study possible courses of action concerning certain operations of C-82 aircraft in Alaska that are now conducted under exemptions from Parts 91 and 121 (comments due before November 2, 1967).

SHARP, SLAUGHTER REASSIGNED . . . The Civil Service Commission has approved the reassignment of Warren C. Sharp from his present position as Chief, Programs Division, SMS, to the position of Chief, Maintenance Engineering Division, SMS. Also approved was the reassignment of Herbert H. Slaughter from his position of Assistant Chief, Engineering and Manufacturing Division, FSS, to the position of Chief, Engineering and Manufacturing Division, FSS.

CHECK UP BEFORE YOU SIGN UP . . . The Veterans Administration has cautioned veterans planning to take flight training under a new G.I. Bill benefit to check carefully into their eligibility before signing up for flight lessons. Flight training is authorized only for veterans who already have a private license or who have satisfactorily completed the required flying and ground school instruction. The allowance is based on cost, with the VA paying 90 per cent of the ordinary costs of the training up to the limit of a veteran's total eligibility for educational assistance.

CFC NEARS COMPLETION . . . The Combined Federal Campaign, which began in Headquarters less than three weeks ago, is already approaching the 100 per cent mark. As of last Thursday, employee participation had reached 96 per cent. Dollar contributions totalled \$144,485.35 or 105 per cent of the goal. A breakdown by office and service follows:

	% Partic.	% Goal		% Partic.	% Goal		% Partic.	% Goal
OA	100	147	HQ	94	98	DS	100	109
AP	100	110	IS	100	117	AS	100	105
AU	99	108	IA	100	120	AT	93	95
AM	95	102	MS	94	122	FS	100	140
BU	98	116	NS	91	106	IM	100	115
CS	97	131	PT	100	129	SM	93	118
CL	100	108	PO	100	145	RD	88	100
GA	92	133	RC	100	146	CA	97	78
GC	98	104	SS	100	107	DCA	80	67

PRIZE DUE FOR CFC WORK . . . The Keyman in the Combined Federal Campaign with at least 10 employees in his group, who has the highest percentage of payroll deduction contributions, will receive a \$25 savings bond, compliments of the Transportation Federal Credit Union. Today is the cut-off date.

UPDATING THE CARPOOL LOCATOR BOARD . . . The Office Services Division plans to update the entire carpool locator board to assist employees in forming carpools or joining an existing carpool. All cards and locator pins now posted will be removed on October 9. Employees who now have current cards on the board should remove them prior to the clearance date and repost them after October 9. It will be helpful if employees would update all information on the cards before reposting.

A REMINDER . . . FAA and DOT employees are reminded that flu shot time is here again. In the Headquarters Bldg., shots will be given in the 3rd floor clinic on Mon., Tues., and Wed., Oct. 9-10-11, from 9 a.m. to 3 p.m., and in the Donohoe Bldg. clinic on Thurs. and Fri., Oct. 12 and 13, also from 9 to 3.

MOVIE OF THE WEEK . . . "Selling One Guy Named Larry," a film showing the capabilities of the mentally retarded, will be featured at the mid-day matinee this week. The 17-minute film will be shown Wednesday, Thursday and Friday from 11:30 to 1:30 in the third floor auditorium.

BLOOD DONORS NEEDED . . . Despite the fact that the Blood Bank quota was met in July, the supply needs to be continuously replenished. There are emergencies and there are people in the agency who require periodic transfusions. Since July 1, some 95 people have donated blood and 80 pints have been used during that time period. A minimum of 10 donors per week are needed to keep the Bank adequately supplied. Transportation is provided every Thursday morning both to and from the Red Cross. For further information contact Jean Keel, Chairman of the Blood Donor Recruitment Program, at Ext. 20986.

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SENATE APPROVES BUDGET . . . The Senate approved the agency's budget for fiscal year 1968 last Thursday, restoring all House cuts except \$500,000 in Research and Development funds, and adding \$50 million to FAA's original request. Of the additional funds, \$20 million was slated for Operations and \$30 million for Facilities and Equipment. The Senate concurred with the House on financing for the SST, approving \$142,375,000. The bill now goes to a Senate-House Conference Committee for reconciliation of the differing amounts passed by each body. Following is a summary by appropriations:

(Dollars in Thousands)

<u>FAA Appropriation</u>	<u>1967 Appropriation</u>	<u>1968 Request</u>	<u>House Bill</u>	<u>Senate Bill</u>
Operations	\$577,000	\$605,400	\$593,326	\$618,400
Facilities and Equipment	28,000	28,400	30,000	65,400
Research and Development	28,500	27,500	27,000	27,000
*Operation and Maintenance, National Capital Airports	8,527	8,500	8,500	8,500
*Construction, National Capital Airports	- - -	160	160	160
Grants-in-aid for Airports (Advance Funding for 1969)	71,000	75,000	65,000	75,000
Total	\$713,027	\$744,960	\$723,986	\$794,460

*The Senate version of the bill separates the proposed consolidated accounts for Operation and Maintenance and Construction to reflect accounts for WNA and DIA independently.

MCKEE CITES SAFETY NEEDS . . . The Administrator told the Society of Automotive Engineers in Los Angeles last week that "The vast expansion of air travel will make stringent demands on safety," and noted that "In designing, inventing and creating safety, the aeronautical engineer faces another area of challenge." Gen. McKee cited specific areas where improvement is necessary, saying, "The creation of a collision avoidance system is mandatory. The air carrier industry has been pursuing this vigorously and their efforts are promising . . . In the era of high capacity jets and supersonic transports, there will also be need for a true all-weather landing system -- a system that will permit a pilot to bring his aircraft down in zero-zero minimums . . . We shall -- as air operations increase -- have a greater need for an instrument for detecting clear air turbulence . . ." The Administrator also told the group that the supersonic transport program was proceeding because "We are convinced that it will provide the type of air service that passengers of the future will demand. We are convinced that it can be both constructed and operated at a profit. We are further convinced that its development will provide answers that will benefit all aviation. We are convinced, in sum, that the whole endeavor will make a worthy contribution to human progress."

DOT SOLVING AIRPORT ACCESS PROBLEMS . . . A long-range program to improve airport access and cut down on traffic congestion has been announced by Secretary Boyd. The program, which will be conducted by the Federal Highway Administration, will include expanded planning to incorporate special consideration of airport access as an essential element of the urban transportation planning process; identification of highway networks serving local airports which are included in the Federal-aid highway system; and evaluation, on a case-by-case basis, at a field level in cooperation with FAA and the state highway departments of the extent of airport access-highway problems.

GLAMOUR STILL HOLDS . . . Despite a great demand for airline workers of all kinds, the airlines have been able to meet their hiring needs, according to a Labor Department study prepared for the FAA. By the end of 1966, total employment on scheduled domestic and international air carriers had already risen to about 244,000, nearly 78,000 above 1960. There were more than 21,000 pilots and co-pilots on the payroll at the end of 1966, about 7,500 more than in 1960, and 45,300 mechanics and other maintenance workers, about 11,000 more than in 1960. The study found that the labor market for airline workers of all kinds had been tight, and fully-qualified, FAA licensed mechanics, electricians, etc. were hard to find.

ADMINISTRATOR APPROVES "COMMUNICATIONS" DIRECTIVE . . . Last week, agency Order 3710.9, Leadership and Teamwork Through Improved Communication, was approved for agency use. This order underscores the importance of internal communications in exercising the leadership and developing the teamwork necessary to carry out the agency's mission. It also emphasizes the responsibilities of all employees and of all supervisors in assuring the steady flow of accurate and timely information throughout the agency. Copies of the order will be distributed to all employees soon.

NEW ERA FOR AIR TAXIS . . . Post Office representatives have been meeting with agency officials on the possibilities of greatly expanding the transportation of mail by air taxi operators. Discussion has centered around pilot qualifications, equipment and airport requirements in airmail/freight handling. Officials believe that mail transportation by the air taxis will increase substantially in the near future. At present, there are only a limited number of operators carrying mail.

RULE-MAKING SUMMARIZED . . . During the week of September 26 - October 3, the FAA issued Amdts. 1-14, 91-44, 121-33, and 135-7, effective November 18, 1967, to implement new techniques and criteria associated with the U.S. Standard for Terminal Instrument Procedures (TERPS); Amdt. 61-36, effective November 5, 1967, to extend the privileges of § 61.31(a) to certain foreign military pilots who hold a current civil pilot license issued by a foreign member State of ICAO; Amdt. 61-37, effective November 5, 1967, to clearly prescribe the responsibilities and limitations with respect to student pilot logbook endorsements under § 61.73; and Amdt. 25-16 and 121-32, effective October 6, 1967, to permit the installation of cockpit voice recorders which have an automatic means to stop each erasure feature from functioning within 10 minutes after the instant of crash impact, and to clarify the provisions of Part 121 with respect to the retention of recorded information by certificate holders. Also issued was Notice 67-43, proposing to prescribe increased VFR minimum weather requirements for aircraft operating at or above 10,000 feet above mean sea level (comments due before December 5, 1967).

MID-AIR COLLISION HEARINGS OPEN . . . The National Transportation Safety Board opened hearings today on the July 19 mid-air collision over Hendersonville, N. C. About 21 persons are expected to testify at the public hearing which is being held in Asheville.

EXECUTIVE ASSIGNMENT ANNOUNCED . . . The Civil Service Commission has approved the selection of Richard F. Frakes as Chief, Engineering Branch, National Airspace System Program Office. Frakes formerly served as Chief, Configuration Management Branch of the same office.

NEW FLIGHT MONITORING SYSTEM USED . . . American Airlines is installing a sophisticated flight monitoring system on its BAC 1-11 fleet that will continuously check and record engine and flight performance. The system's recording tapes will be removed each day and analyzed by computers for any possible trouble and corrective action will be taken accordingly. The agency has endorsed the program and is working with the airline to either change or give exemption to the rules where necessary to achieve the program goals.

NAATS HOLD CONVENTION . . . The National Association of Air Traffic Specialists will hold its 4th biennial convention October 16 through 18 at the Dennis Hotel in Atlantic City. Speakers scheduled for the three-day meeting include Deputy Administrator Thomas, Joe Tippetts, Associate Administrator for Personnel and Training, Bob Reynolds, Assistant Administrator for General Aviation Affairs, Eastern Region Director George Gary, and Archie League, Air Traffic Director.

A U.S. civil aviation team headed by Mr. Maloy, accompanied by Mr. Boyle, IA-2, is now visiting Denmark, Norway, Sweden, and the Netherlands for the purpose of demonstrating the area navigational capability of the VOR/DME system, and exchanging views and information - primarily in the fields of Air Traffic Control and Flight Standards - with the civil aviation officials of those countries. Experience shows that this team concept is especially beneficial in providing on-the-spot answers to many questions that would otherwise prove difficult to understand or properly explore when handled by correspondence.

Wake Island Relief Fund - Regional Office employees contributed \$54.80 to the Wake Island Relief Fund. We hope that this donation will help a little.

Crates, Crates?!?! - Yes, crates, but that's not the new Frankfurt furniture. Instead, these crates will be packed with brand new furniture which will compliment the new office space. Latest information is that the furniture is on its way via ocean freight.

Liquid Assets?? - Linguistic slips that pass in the type often provide a moment of humor in the correspondence mill in EU. The following is quoted from a recent letter explaining why some expected documents had not been shipped:

"We had some unexpected occurrences in our already not very powerful - pinting shop, as two of our pinting employees have been out of service for having broken respectively, a leg and an arm. This added to the failure of one of the principal machines. . ."

Merci Beaucoup - to Lloyd Stahl of the New York IFO who recently pinch-hit for the Flight Standards Staff during Frank Schwager's home leave absence. After his "short tour of duty" in Brussels, Lloyd traveled to Frankfurt to coordinate the PAA maintenance program and then went on to Belfast, Ireland, for final coordination with Short Bros. Aviation on issuance of standard maintenance specifications for the Skyvan aircraft.

Deputy Assistant Administrator to Lucerne - Mr. Hulen will be the EU participant at the 17th IATA Technical Conference when it convenes October 9 in Lucerne, Switzerland. The sole theme of the conference is "Major Airport and Terminal Problems". At the conclusion of the conference on October 14, Mr. Hulen travels to Rome for talks with Mr. Ditzler, followed by a few days of "rest and relaxation".

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JAN 6 1969

William F. McLean

67-42 October 16, 1967
Acquisitions Section Hq 610A

HOUSE PASSES PAY BILL . . . The House passed a 4.5 per cent pay increase for Federal classified employees last Wednesday. The bill, making the raise retroactive to Oct. 1, also contained a provision for additional raises in 1968 and 1969 to close the gap between Federal employees' pay and that in private industry. The bill has been sent to the Senate where hearings were already underway.

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	26,574	
GS-17	23,788	24,581	25,374	26,167	26,960					
GS-18	27,055									

FORECAST FOR 1980: BUSY . . . Operations at 22 of the country's major air transportation hubs will increase almost 270 per cent by 1980, according to new agency forecasts for aviation activity. The forecasts, developed as a planning guide for airport and local government planning officials, cover airline, general aviation and military activities at each of the multiple-airport large air hubs which generate one per cent or more of the nation's scheduled airline passengers. Copies of "Aviation Demand and Airport Facility Requirement Forecasts for Large Air Transportation Hubs Through 1980" can be obtained through regular supply channels.

DEADLINE SET FOR FAAP REQUESTS . . . Dec. 8 has been set as the deadline for public agencies owning and operating airports to submit aid requests under the Fiscal Year 1969 Federal-aid Airport Program (FAAP). Invitations for requests under the 1970 program will be announced shortly after completion of the 1969 FAAP, with a target date of January 1, 1969, for program announcement.

"STANDBY" PAY PROGRESS REPORT . . . The May 10 Special INTERCOM listed several actions designed to ease the burden of increased aviation activity on the FAA work force. One of these actions concerned extra pay for "standby duty." As stated in the July 31 INTERCOM, the new "standby" order has been approved in principle, but a number of difficulties prevent its immediate issuance. Two of the major obstacles are: (1) the need for a new national policy on the repair and restoration of nav aids -- this policy should be ready for field review in two weeks, and (2) the fact that the present law and Civil Service Commission regulation require that employees must be placed on a long term schedule and be required to remain at their duty station or within the confines of their homes and hold themselves in readiness for immediate return to duty in order to qualify for "standby" pay -- this requirement would place unnecessary restrictions on FAA employees and would be extremely difficult to administer. The agency is now studying what kind of changes in the law may help to alleviate our problem; e.g., obtaining legislative authority to pay employees "telephone availability" time. New legislation is a long-range solution. We must now do the best we can with the existing law. Within the next 60 days, we expect to further clarify this issue, and if possible have an agency policy for guidance.

NOMINATIONS SOUGHT FOR TWO TOP AWARDS . . . Nominations are currently being solicited for the 20th Annual Arthur S. Flemming Award and the 6th Annual Career Education Awards Program. The Flemming Award recognizes young men, under 40 years of age, who have performed outstanding and meritorious work for the Federal Government. The Career Education Awards Program is directed toward young career men and women in the public service who have potential for high-level policy and management positions. The deadlines for nominations are mid-November and mid-December respectively.

FAA FILM HONORED . . . The FAA motion picture "A New Look at Fog," has been awarded a special citation by the University of Buenos Aires Science Film Festival. The film is based on research and development of airport lighting for reduced visibility approach and landing, and depicts tests conducted at the FAA fog chamber operated under contract by the University of California. The entry was made by the United States Information Agency, after selective screening of many films produced by Government agencies.

NEW EXAM FOR HIGHER GRADES OPENED . . . A new exam for positions in grades GS-9 through GS-12 has been opened by the Civil Service Commission. Called MAST, it will be used to fill Mid-level positions in Administrative, Staff, and Technical services. Major occupational fields covered by the MAST examination include personnel administration, budget administration, management analysis, public information, and contract administration.

MORE INVOLVED THAN NUMBERS . . . The Administrator told members of the National Business Aircraft Association in Boston last week that the phenomenal growth in aviation predicted over the next ten years "will require more than a mere expansion of airport capacity." Two areas of prime importance, he said, are how to pay for this rapid growth and control the concurrent growth in noise. "It is most important that all elements of aviation now begin consideration of an equitable way of paying for the expansion and improvement that will be required in the air traffic system," Gen. McKee stated. "There will be little value in delaying such consideration or in attempting to sidestep an obligation." He noted that aircraft noise not only means protests from irate citizens but also is blocking much needed airport expansion in some areas. "The aircraft noise problem is also becoming of increasing significance to air traffic control," he said. "On both arrival and departure routes, flight paths and altitudes are being restricted in an effort to minimize noise. These restrictions add to the delays many of you are experiencing." In closing, McKee warned that projections of future growth don't mean that the problems connected with the growth are also "far distant in time." He said that "Unfortunately, these problems are fairly close. The growth we are talking about has started already."

RULE-MAKING SUMMARIZED . . . During the week of October 4 - 10, the FAA issued Notice 67-44, proposing to permit rotorcraft manufacturers to adopt certain fail-safe design practices and to require that rotorcraft operators and maintenance personnel comply with maintenance practices approved as part of the type certification approval of rotorcraft fatigue characteristics (comments due before January 11, 1968).

MOVING EXPENSES ARE TAXABLE . . . Certain moving expenses authorized by Public Law 89-516 incident to transfer of official station are taxable. Employees who are reimbursed for such items as costs incurred in the purchase or sale of property, penalties for breaking leases, mortgage penalties, expenses of refitting rugs or draperies, expenses of connecting or disconnecting utilities, losses arising from tuition fees, and similar items must include these amounts in their gross income for calendar year 1967. FAA does not provide for withholding the tax on these items. Reimbursements or allowances received by an employee for transporting himself, his immediate family and household goods, including in-transit meals and lodging, are not taxable.

ESIS/FARE REASSIGNMENTS AND PROMOTIONS ANNOUNCED . . . Selected through ESIS are Frederick S. Sakate, Chief, Systems Standards Branch, SRDS; Charles J. Andrasco, Chief, Electronic Standards Section, Systems Standards Branch, SRDS; John R. Walls and Charles V. Hannan III, Appraisal Staff Specialists, Office of Appraisal, Washington; Andrew J. Prokop, Chief, General Aviation Operations Branch, Operations Division, Flight Standards Service, Washington; George C. Hay, Program Manager, Airframe, Propulsion and Systems, Aircraft Development Service, Washington. The FARE selection is Herbert C. Phelps, Facilities Flight Check Pilot, Tokyo FIG, Japan, Pacific Region.

USE OF WNA RESTRICTED . . . The agency has issued a Notice to Airmen requesting operators of jet aircraft not to land at, or take off from, Washington National Airport between 11 p.m. and 7 a.m. except in cases of emergency.

SST FEATURED . . . The midway matinee at the third floor auditorium this week will feature the supersonic transport. The 30-minute showing of three films, "I've Seen the SST," "Wings of Tomorrow," and "Safety and the SST," will be on Wednesday and Thursday, Oct. 18 and 19, between 11:30 and 1:30.

HEADQUARTERS EMPLOYEES RECEIVE RECOGNITION . . . Forty-two employees of Headquarters Operations were given awards for their efforts in establishing the Department of Transportation. Services rendered by this group entailed employment and classification actions, security investigations, final design of the Departmental seal and the acquisition and layout of office space and communications systems. In praising the efforts of this group, Deputy Administrator Thomas said, "You are the only outfit in town which could have accomplished this job within the time frame required."

ROOM FOR MORE . . . The Toastmasters Club, which meets Tuesdays at noon in conference room 5A, has room for two more members, according to newly elected President Pete Kovalick of Management Services. Anyone in FAA, DOT or NASA is eligible.

AWARDS AND REWARDS . . . Flight Standards Service has presented the following awards: Sustained Superior Performance Awards - Kenneth Neland, Mary P. Yeatman, Billie J. King, Earnest E. Callaway, Loring G. Craymer, I. Louise Helman, John A. Wolcott, Hugh H. Cobb, Georgina M. Zeglen; Quality Increase Awards - Hubert G. White, Anne T. Melhunek, Lauretta Blakeslee, Marie Jordon, William W. Jarrell, Francis J. Taylor, Carol Hudak, George D. Stathers, Robert B. Phillips, Mary Ann Corbett, Albert S. Sudduth. The Office of Personnel and Training has presented Joann E. Henshaw with a Quality Within-Grade. Airports Service presented the following awards: Quality Within Grade Pay Increases - Robert F. Bacon, Alphonso J. Barr; Special Service Awards - Robert F. Bacon, Philip J. Steece, Daniel P. Maxfield, Doris E. Heywood, James W. Hines, Salvatore G. Lardiere, Louis N. Million, Joseph Forman. The Office of Audit presented Almentha Martin with a Quality Within-Grade Pay Increase.

IMPROVEMENTS, IMPROVEMENTS . . . The Location Identifiers Handbook has a new look this year. The printing process was changed for improved readability, and the contents have been rearranged for greater convenience to the different segments of users. The price is the same, and the book can be obtained from the Superintendent of Documents.

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BUDGET GOES TO WHITE HOUSE . . . The Senate ~~10-210~~ ¹⁰⁻⁶¹⁰ last Wednesday completed Congressional action on FAA's FY 1968 budget and sent it to the White House for President Johnson's signature. The compromise measure provides \$25,600,000 above the agency's amended request for facilities and equipment. The \$142,375,000 for financing for the SST remains, but \$5,000,000 was cut from the 1969 Federal-aid Airport Program. Following is a summary by appropriation:

(Dollars in Thousands)

<u>FAA Appropriation</u>	<u>1967 Appropriation</u>	<u>1968 Request</u>	<u>House Bill</u>	<u>Senate Bill</u>	<u>Final Bill</u>
Operations	\$577,000	\$605,400	\$593,326	\$618,400	\$605,400
Facilities and Equipment	28,000	28,400	30,000	65,400	54,000
Research and Development	28,500	27,500	27,000	27,000	27,000
Operation and Maintenance, National Capital Airports	8,527	8,500	8,500	8,500	8,500
Construction, National Capital Airports	- - - -	160	160	160	160
Grants-in-aid for Airports (Advance Funding for 1969)	71,000	75,000	65,000	75,000	70,000
Total	\$713,027	\$744,960	\$723,986	\$794,460	\$765,060

MCKEE RECEIVES ACHIEVEMENT AWARD . . . The National Aviation Club in Washington will present the Administrator with its highest honor -- the Award of Achievement -- tomorrow, Oct. 24, at a special reception in his honor. The award is being given for McKee's "leadership in air commerce and his guidance in carrying forward the SST program."

WOMEN'S AWARD NOMINEES NAMED . . . Five outstanding women employees in the agency have been nominated for the Eighth Annual Federal Women's Award. The nominations are based on "achievement which has had an important effect on a major government program, or outstanding accomplishment which has made or is making an important contribution to administrative, social, scientific, or technical progress in the work of a Federal agency. The following names have been submitted to DOT for consideration: Miss Rogene Thompson, Supervisory ATCS, Crew Chief, Anchorage, Alaska; Mrs. Elizabeth S. Bowers, Hearing Officer, Regulatory Council; Mrs. Ethel Cohen, Chief, Systems Research Branch, Career Systems Division, PT; Miss Joan Barriage, Program Manager, VTOL and STOL, Aircraft Division, Aircraft Development Service; Miss Ruth M. Dennis, ATC Specialist, Los Angeles Area Office.

SAFETY IS THE SUBJECT . . . Secretary Boyd told the Wings Club in New York last week that safety is a subject with which everyone is concerned. He noted, however, that "We have never developed a philosophy of safety which demonstrates a concern for every potential loss of life or limb resulting from travel." He told the audience that the Department is at work on a plan to comply with President Johnson's request for development of a long-range, comprehensive plan to maintain a safe air traffic control system, and his call for a thorough re-examination of the entire approach to safety. He said that one course that had been suggested and was receiving serious consideration "would emphasize air carrier safety and the protection of the passenger as the highest priority for program direction. Such a policy might call for the installation of towers, radar, and ILS and the related equipment at all air carrier airports in an effort not only to raise the level of safety but to afford a consistent level of safety to the air carrier passenger wherever he may be within the system. Certainly it is fair to ask by what rationale we can justify acknowledged differences in the degree of exposure to risk simply on the basis of the type of aircraft a passenger happens to be flying in or the airport he happens to be approaching or departing from." The Secretary said that although it is technically impossible to make flying perfectly safe, "there is much that can be done . . . to improve air safety."

ANTIDISCRIMINATION ORDER SIGNED . . . President Johnson has signed an Executive Order prohibiting employment discrimination in Federal service because of sex, thus strengthening the enforcement procedures of the 1964 Civil Rights Act. The order, which becomes effective in mid-November, will authorize the Civil Service Commission to hear directly complaints of discrimination based on sex. It also authorizes the Labor Department, beginning in October 1968, to investigate complaints of sex discrimination by all Federal contractors or subcontractors.

TERPS EXPLAINED . . . The November 1 issue of the Airman's Information Manual will include an explanation of certain changes to FAR's and how they affect instrument approach procedures and landing minimums.

CAPSULE COMMENT . . . Administrator McKee to the Tulsa Chamber of Commerce: "I have been impressed from my experience in FAA with the tendency -- particularly among people within the industry -- to view aviation in the abstract as sort of an isolated phenomenon. There is an unconscious habit of thought to consider that the function and purpose of aviation is solely to fly and operate airplanes. The obvious, all important fact that aviation is a service industry -- that its purpose is to move goods and people -- is accepted and forgotten. Flying is now necessary to the way we Americans live, work, spend our money and enjoy ourselves. The airplane, too, by bringing people together, is a proper vehicle of our democratic form of government."

"CEILING" DROPPED . . . "Weather conditions" instead of the traditional "ceiling" will govern the limits under which pilots may land on instruments in bad weather under new agency rules effective Nov. 18. The new term "weather conditions" indicates that for all practical purposes, visibility value is the only weather limitation in determining whether a pilot can take off or land in instrument conditions. Exceptions to the rules will be made in situations involving obstructions, other unusual terrain problems in the takeoff areas, selection of alternate airports, or other special considerations.

RULE-MAKING SUMMARIZED . . . During the week of Oct. 11 - 17, the FAA issued Amdt. 91-45, effective Oct. 17, 1967, to prohibit the operation of non-participating aircraft of United States registry, and aircraft piloted by any person operating under an FAA pilot certificate, in space flight recovery areas specified in a Notice to Airmen (NOTAM); Amdt. 121-34, effective Oct. 15, 1967, to postpone indefinitely the applicability of certain maneuvers, adopted in Amdt. 121-24 and postponed for six months by Amdt. 121-26, insofar as they apply to training and proficiency checks of second-in-command pilots, except that one maneuver, the ILS approach with a simulated failure of one powerplant, that was postponed for six months by Amdt. 121-26, will apply after Oct. 15, 1967; and Amdts. 37-15 and 37-16, effective Nov. 24, 1967, to revise the Technical Standard Orders for high frequency radio communication receiving and transmitting equipment contained in §§ 37.159 and 37.158, respectively. Also issued was Notice 67-45, proposing to make the Special Visual Flight Rules (VFR) weather minimums applicable only to helicopter operations (comments due before December 19, 1967).

LANDING FACILITIES TOP RECORD . . . For the first time, civil aircraft landing facilities have topped the 10,000 mark -- with a grand total of 10,015 which includes 9,209 airports, 419 heliports and 307 seaplane bases. Texas continues to lead with 881 landing facilities, followed by California with 669, Alaska 607, Illinois 446, and Pennsylvania with 443.

EXECUTIVE ASSIGNMENT ANNOUNCED . . . The Civil Service Commission has approved the selection of William A. Crawford as Deputy General Counsel. Filling Crawford's former position of Associate General Counsel, Litigation Division, will be Charles J. Peters. Peters formerly served as Associate General Counsel, General Legal Services Division.

NOVEMBER DESIGNATED SAFETY MONTH . . . A special safety campaign will be conducted in agency headquarters (including BNCA) during November in conjunction with Mission "Safety-70." Everyone is urged to participate by submitting either a safety poster, an idea for a safety poster, a safety slogan, or a safety suggestion. Cash awards will be given for safety suggestions that are adopted. The best posters or ideas for posters and slogans will receive honorary awards. The campaign will be divided into five areas of safety concern, and submissions should correspond to each of these weekly areas. The safety areas are as follows: 1. (November 1 - 4) -- Interior Areas. First floor lobby, exhibit room, employment office, receptionist booth, loan pool, mail room, loading dock, GSA store area, second floor lobby, center hallways, end hallways, rest rooms, conference rooms, and library. 2. (November 5 - 11) -- Employee Service Areas. Bank, barber shop, credit union, FAA Club, cafeteria, second floor snack bar, fifth floor snack bar, vending machine areas on each floor, and executive dining room. 3. (November 12 - 18) -- Entrances, exits, and access areas. Outside areas, garages, elevators, escalators, stairways, and rooftop area. 4. (November 19 - 25) -- Office and service areas. Each office and service concentrates on assigned areas. 5. (November 26 - 30) -- Traffic and home safety. Includes both private and Government vehicles.

CFC COVERS UNITED GIVERS FUND . . . The current United Givers Fund Campaign, which is underway in the Washington Metropolitan Area, is soliciting contributions from non-government employees and is not directed at those government employees who have previously contributed to the Combined Federal Campaign.

AWARDS AND REWARDS . . . The Systems Maintenance Service has presented the following awards: Outstanding Performance Rating - Erwin Wise, Marvin Carl, Beverly Craft, Richard Stryker, Gilbert Christiana, Arthur Ashley, Clarisse Peiffer, Alfred McMaster, Rex Hopkins, Art Hendrickson, Philip Palmer, Rosemary Bender, and Harold Pinnock; Quality Within Grade Pay Increase - Mary Borg, Mary Seaver, Arthur Ashley, Philip Palmer, Art Hendrickson, Rex Hopkins, and Alfred McMaster; Sustained Superior Performance Award - Beverly Craft.

BUILDING WARDENS EQUIPMENT NEEDED . . . All personnel who no longer are building wardens are requested to turn in helmets, armbands, and flashlights to HQ-325.

U.N. DAY COMMEMORATED . . . "Hungry Angels," a UNICEF film, will be featured at the mid-day matinee on United Nations Day, Oct. 24, from 11:30 to 1:30 in honor of the UN's 22nd anniversary. The movie shows how three Guatemalan children, born the same day in the same ward, fight for life when malnutrition resulting from ignorance and superstition threatens them.

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DOT ASSISTANT SECRETARY NAMED . . . President Johnson last week named space electronics expert Frank W. Lehan to be DOT Assistant Secretary for Research and Technology. Lehan, presently a science and engineering consultant, has had a long career in systems technology. He worked for the Jet Propulsion Laboratory of the California Institute of Technology before founding his own company, Space-Electronics Corp. The 44-year-old California native will fill the final appointive spot in the Department. The nomination has been sent to the Senate for confirmation.

ATC STUDY CONTINUES . . . Civil Service Commission and FAA representatives visited the JFK Tower, the New York ARTCC, and the New York Common IFR Room last week in connection with the fact-finding phase of the air traffic control occupational study begun as a result of actions taken at the May Field Directors' meeting to "keep in step with accelerated flight operations." The Commission plans to have a draft ready for agency review by the end of the year.

APPROPRIATION BILL SIGNED . . . President Johnson signed the \$1.5 billion DOT appropriation bill last Tuesday. The measure included \$907,435,000 for FAA for FY 1968.

TWO FAA FILMS RECEIVE AWARDS . . . FAA's recently released film "Charlie" has been honored by the Columbus, Ohio, Film Festival with its Chris Award for excellence in the category of health, safety and medicine. The 22-minute color film is concerned with the effects of alcohol and drugs on flight. The safety film "Density Altitude" received a national award from the National Safety Congress last week for instructional merit in general safety education. The film, directed at general aviation pilots, is available for general public viewing and for technical pilot meetings and can be borrowed from the Film Library at the Aeronautical Center.

EXECUTIVE ASSIGNMENTS . . . The Civil Service Commission has approved the selection of Clay Hedges as Area Manager, Cleveland, Eastern Region. Hedges formerly served as Special Assistant to the Deputy Administrator. David H. West, Flight Information Division, ATS, has been selected to replace Clay Hedges.

HUNTSVILLE AIRPORT OPENED . . . Deputy Administrator Thomas participated in ceremonies yesterday to officially open the new Huntsville-Madison County (Ala.) Airport for public use. He also joined Huntsville on Saturday, Oct. 28, in celebrating "FAA Day" -- so proclaimed by the Mayor to honor the agency for its efforts in promoting air safety.

AIR TAXI ACCIDENT REPORT RELEASED . . . The National Transportation Safety Board report on the air taxi accident on Jan. 5, 1967, at Red Bank, N. J., shows the probable cause of the accident to be: "Power plant failure for undetermined reasons. Pilot failed to maintain flying speed. Improper emergency procedures." The accident, which caused the deaths of the pilot and all eight passengers, occurred shortly after lift off from the Red Bank Airport.

OMS NOW OFFICE OF MANAGEMENT SYSTEMS . . . A revised organizational structure and new name for the Office of Management Services received top level approval last week. Corresponding to the designation of its counterpart DOT organization, the new title, Office of Management Systems, reflects a shift in the primary responsibility of the office away from providing specific administrative support services to the development of agencywide systems and methods for solving management problems. The new order also formally establishes the Information and Statistics Division, which was set up on a trial basis last January, and assigns greater responsibility to the Data Systems Division in ADP applications for agency management purposes.

ACCOUNTANTS MEET . . . General McKee met with the chief accountants of the regions and centers during their national conference the week of Oct. 23, 1967. He commented on the extraordinary demands being placed on the resources of FAA to meet increased demand for aviation services and the essentiality of everything being done by FAA being productive. In this connection, he emphasized that FAA accounting systems must be responsive to management needs.

FIRST ARMY AIR FIELD ILS-EQUIPPED . . . The instrument landing system (ILS) recently commissioned at Lawson Army Air Field, Fort Benning, Ga., is the first of its kind to become operational, using equipment originally developed by the FAA as a low cost ILS for civil airports. Southern Region engineering personnel who commissioned the facility were given letters of commendation by the Commanding Officer for their participation in this installation. The low cost ILS, designed by SRDS Navigation Development Division, has been so successful that it is planned for installation at other Army Air Fields and USAF bases.

UCR PROMOTES CONTROLLER EFFECTIVENESS . . . Joseph Foppiano of the Atlanta Tower reported that certain controllers at the tower did not have the full and necessary control over their respective radar displays. The control panels were so located that the controller had to either leave his radar position and move across the room or coordinate with one or more other controllers to correct, refine, and calibrate the radar presentation. Foppiano's Unsatisfactory Condition Report (UCR) emphasized this condition, and the situation was corrected by relocation of the control panel. Similar problem? . . . faulty equipment? . . . hazardous working environment? . . . Submit a UCR and get results!

SPECIAL VFR CANCELLATION PROPOSED . . . The agency has proposed cancellation of the rule permitting special VFR operation in airport control zones when the visibility is as low as one mile and pilots can remain clear of clouds. Agency officials feel that prohibiting VFR flights under these conditions would help considerably in lessening traffic congestion at airports throughout the country.

CAPSULE COMMENT . . . Civil Service Commission Chairman John Macy to the Federal Executive Council in Portland, Ore.: "The President has said the task of Government is to serve the public. This is our job and we need to make all employees aware of it no matter what role they play in the agency's organization, no matter whether they are on the firing line in meeting the public or whether they are in the back room developing policy or wrapping packages. We need to keep in mind that the end product is our service to the public, and we help the public in many different ways. We need to develop an attitude that in each one of our operations the public must be considered. We need to review all aspects of our operations to assure that we are giving the best possible service"

NEW AIR TAXI SEMINARS SCHEDULED . . . The first of a new series of air taxi seminars, designed to upgrade pilot skills and revalidate flight instructor certificates, has been scheduled for Nov. 9 in West Palm Beach, Fla. Agency participation will include presentations and panel discussions as well as discussion of FAR Part 135 with emphasis on operating rules, and the philosophy and application of operations specifications.

EXECUTIVE PROGRAM INITIATED . . . The Civil Service Commission's new Executive Assignment System will go into effect on November 17, for positions in GS grades 16, 17, and 18. The System will provide additional opportunities and greater recognition by giving agencies access to the talents of over 20,000 Government executives in grades GS-15 and above. After November 17 no promotions can be made from within an agency to these GS positions without the agency first considering the names of eligibles from other government departments as provided by the CSC.

HOW TO MEET EMERGENCIES . . . Agency employees will be able to face anything from a blackout to a nuclear attack upon completion of a new orientation course designed to train all FAAers to meet any emergencies. The course has been established to familiarize all personnel with agency missions and responsibilities in times of emergency and to provide them with instruction in personal and family survival. The sessions will be scheduled at the employees' work location. The length of the classes will depend on prior knowledge of certain phases of defense readiness.

RULE-MAKING SUMMARIZED . . . During the week of Oct. 18 - 24, the FAA issued Amdt. 21-17, effective Jan. 26, 1968, to specify the showing of conformity to type design data that must be made before an aircraft or part thereof may be presented for type certification tests and to set forth the requirements applicable to the issuance of a standard airworthiness certificate for certain aircraft not built under a type or production certificate.

OFF LIMITS . . . Administrator McKee has signed a new rule which will ban unauthorized aircraft from flight recovery areas. The new rule, whose purpose is to prevent unauthorized aircraft from interfering with ships, helicopters, airplanes and pararescue personnel participating in the recovery of a landing spacecraft, will be in effect during the Apollo space program flights scheduled for this fall.

CFC CONTRIBUTIONS APPRECIATED . . . The Administrator has expressed his appreciation to all Washington Headquarters and Area Office employees for their generous contributions to the recent Combined Federal Campaign. In a memorandum Gen. McKee said:

"On behalf of the Combined Federal Campaign and all those who will benefit from your generous contributions, I would like to express our sincere gratitude.

You have all performed a great service to the community and have shown the kind of responsible civic leadership for which FAA employees are noted. Through your generous support, we exceeded our agency dollar goal within the first week of the Campaign. This is an enviable achievement, one that we can look to with pride."

SAFETY CAMPAIGN GETS UNDERWAY . . . The first phase of the November safety campaign begins on Wednesday of this week. Special emphasis will be placed on the interior areas of the headquarters building. Any ideas for safety posters, slogans, or suggestions should be submitted to your office or service coordinator by November 4, 1967.

NEW FORMAT FOR TIME AND ATTENDANCE IN EFFECT . . . Effective with the pay period which began on Oct. 22 (Pay Period No. 23) a new T&A report form was initiated. This new form does not contain a section for posting leave earned, taken and balance. However, it does show in the spaces provided at the top of the form leave balances as of the beginning of the prior pay period.

SST ON TV THIS WEEK . . . An hour-long TV program on the SST has been scheduled on Channel 26 this Friday, Nov. 3. The show, "Research and Development Review," will feature SST director Maj. Gen. J. C. Maxwell and H. W. Withington, vice-president and SST branch manager of The Boeing Company. The program is scheduled to begin at 10 p.m.

WELCOME TO FAA! . . . Terence Barton Wendel, Personnel Operations Division, HQ; William F. Roessler, Jr., Standards Division, AS; Sandra J. Walker, Office of Personnel & Training; Beverly A. Philippi, Facilities Establishment Division, IM; Andrew A. Alberts, Operations Division, CA; August C. Lee, Jr., Library Services Division, HQ; Patricia D. Hart, Accounting Operations Division, HQ; Dallas T. Van Johnson, Capital Airports; Carol L. Jarrett, Airspace and Air Traffic Rules Division, AT; Lawrence B. Smith, Operations and Evaluation Division, GC; Ethel J. Sturdivant, Accounting Operations Division, HQ; Mariea Cox, Personnel Operations Division, HQ; Carol L. Stokes, Office Services Division, HQ; Wanda M. Perry, Data Processing Division, HQ; Marla J. Gerdes, Headquarters Operations; Roseman E. Howard, Library Services Division, HQ; Virginia A. Price, Economics Division, PO; Diane C. Weixler, Financial Management Staff, CA; Delores P. Powers, Office of Budget; Harold F. Wheeler, Flight Information Division, AT.

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ACTIONS ON THE HILL . . . A House Government Operations subcommittee has approved two bills affecting travel allowances and expenses. One measure will increase the maximum per diem travel allowance from \$16 to \$20. The second bill approved would authorize agencies to pay travel expenses of job applicants who have been invited by agencies to visit them for interviews.

- The Senate Post Office and Civil Service Committee completed hearings last week on the Federal pay raise bill and will begin drafting its bill this week.
- The House Civil Service Retirement Subcommittee begins hearings this week on ways to improve financing of the civil service retirement system.

MEXICAN-AMERICAN GET TOGETHER . . . The Administrator attended the Third Annual Reunion of Private International Aviation in Yuma, Ariz., last Saturday and told the group of Mexican and American aviation officials that "such a meeting as we are having today is rare in the history of international relations." The three-day session, held in conjunction with the annual Arizona State Aviation Conference, is held each year to discuss mutual problems in general aviation flights between the two countries. "I think I can speak for all American aviation officials when I say we are interested in any action that will encourage more Mexicans to visit the United States," Gen. McKee said. "We want to know what your difficulties are -- what we can do to make things better."

SPECIAL SERVICE AWARDS GIVEN . . . Paul Welch of the FAA Academy and Jack Halliburton of the FAA Depot have been given Special Service Awards for their work on installation of four critically needed control towers for the Air Force in Vietnam and Thailand. The two men were part of a team sent out to provide on-site adaptation and supervision of construction.

PERSONNEL OFFICERS MEET IN WASHINGTON . . . Associate Administrator Joe Tippetts held his first meeting with top agency personnel officers in Washington last week. Representatives from the regions, NAFEC, Aeronautical Center, and Headquarters Operations discussed ways and means to coordinate and improve upon national and local staffing efforts and the overall placement system.

ANOTHER FIRST IN AIR SAFETY . . . For the first time in the history of commercial aircraft development, a formal system for insuring safety beginning with the initial design phase has been initiated by the agency in development of the SST. G. Douglas Doil, Chief of Flight Operations and Safety Branch, SST, told the National Safety Council that "This approach goes beyond the effort to assure that a subsystem or component is in itself completely safe. The system considers the compatibility of individually safe subsystems which, when placed together, may yield a critical unsafe reaction or result." The safety group will establish safety evaluation criteria and performance analyses to identify operationally critical failures which require either design or operational corrective action. And as the efforts of the system safety groups progress into design refinement, actual construction, and eventual flight test, an "effectiveness audit" will be conducted. "The entire cost of the formal system safety program effort will be paid for many times over in the prevention of just one SST accident," Doil said.

ATCA NAMES DIRECTOR . . . George Kriske, Chief of the Evaluation Staff, Air Traffic Service, has been selected as the new Executive Director of the Air Traffic Control Association. Kriske will retire from the agency at the end of December after over 30 years with CAA and FAA. He will assume his new duties in January.

ESIS/FARE SELECTIONS ANNOUNCED . . . Selected are: Albert H. Thurburn, Assistant Area Manager, Houston Area; Barclay W. Webber, Chief, Legislative Staff, Office of General Counsel; John T. Stewart, Jr., Chief International & Airports Branch, General Counsel; Robert H. Cox, Chief, National Flight Data Center, Air Traffic Service; Arthur T. Devlin, Chief, Program Systems Development Branch, Office of Management Services; and Frederick B. Holsclaw, Chief, CAAG, Seoul, Korea OIAA.

AIRPORT ACTIVITY STATISTICS AVAILABLE . . . Statistics covering aircraft departures and passenger, freight, express, and mail traffic boarded at each of the several hundred airports served by U.S. air carriers are now available in a joint CAB-FAA publication, "Airport Activity Statistics of Certificated Route Air Carriers." The 288-page publication covers data for calendar year 1966 and is available through regular supply channels.

SUGGESTIONS HIT ALL-TIME HIGH . . . The FY 1967 Federal Employee Suggestion Program produced a record 141,635 adopted suggestions which resulted in improved operations and savings valued at \$156,572,489, reports the Civil Service Commission. And those employees whose suggestions were adopted received a record total of \$4,392,715 for their bright ideas. In addition, 88,424 employees received superior performance awards averaging \$151 each and totaling \$11,774,690 for job performance above and beyond the call of duty. Within FAA, 1,336 employees received \$59,750 for adopted suggestions and 505 divided the \$437,709 paid out for performance awards. Of particular significance within the agency, was the 59.4 per cent increase over FY 1966 of suggestions received and the 258.8 per cent increase in tangible benefits derived from performance awards.

NEW LIGHTS FOR SMALL AIRPORTS . . . Some 500 "lower activity" airports across the country may benefit from the agency's recent approval of several new low-cost approach light systems designed specifically for instrument operations at smaller airports. Airports showing promising growth potential and those where upgrading to full ILS capability is desirable would be eligible for the higher intensity system which has been approved for all piston-engine aircraft and two and three-engine jets. The new lights will permit planes to land under lower instrument landing minimums.

EXECUTIVE ASSIGNMENT ANNOUNCED . . . The Civil Service Commission has approved the selection of Harry A. Turnpaugh as Chief, Maintenance Division, Flight Standards Service. He formerly served as Chief, Flight Standards Division, Alaskan Region.

TECHNICAL REPORTS AVAILABLE . . . Systems Research and Development Service has made four new technical reports available covering the impact of the SST, use of TV in general aviation, guiding taxiing aircraft with radioactive gas, and use of colored centerline lights. The reports are: "ATC Concepts for Supersonic Vehicles, Part II-I" (RD 67-38); "Cost/Benefit Analysis of Televised Radar for General Aviation" (RD 67-54); "Radioactive Taxi Guidance Test Category III Ground Guidance Equipment" (RD 67-35); and "Evaluation of Centerline-Lighting Indications for Runway - Distance Remaining and Taxiway Exits" (RD 67-10).

RULE-MAKING SUMMARIZED . . . During the week of October 25 - 31, the FAA issued Amdt. 91-46, effective December 4, 1967, to include all large and all turbine-powered airplanes within the class of aircraft to which the noise abatement rules apply, to omit the written report required from pilots by FAR section 91.87(g), and to make minor editorial changes clarifying the intent of these rules; and Amdt. 121-35, effective October 24, 1967, to extend to February 1, 1968, the effective date of the recently adopted requirement that all excess approved emergency exits must meet all of the emergency exit requirements (with minor exceptions) contained in FAR section 121.310. Also issued were Notice 67-46, proposing to provide for the issuance by the Administrator of a special flight permit with a continuing authorization to conduct ferry flights, for specified purposes, to an air carrier or commercial operator of large aircraft certificated under Part 121 (comments due before December 29, 1967); and Notice 67-47, proposing to remove the requirement in FAR sections 121.163 and 127.73 for 50 or 25 hours of proving tests, as applicable, over authorized routes, and to except proving tests from the deviation authority in FAR section 127.17(b) (comments due before December 28, 1967).

PLANES ATTRACTED BY PLANES -. . . Recently compiled statistics for calendar year 1966 show that 71 per cent (74,278) of all civil aircraft (104,763) in the 48 contiguous states and the District of Columbia, were located in communities which had scheduled air carrier services. Eighty-three per cent (11,103) of the 13,351 multi-engine and 72 per cent (37,181) of the 51,968 four-place and over general aviation aircraft were located in these 510 communities.

ISLANDERS SEND THANKS . . . Pacific Region Director Phillip Swatek has sent a letter of thanks to all Headquarters personnel for their generous contributions to the Wake Island Relief Fund. On behalf of the FAAers whose homes and personal possessions were lost during the recent typhoon which swept the island, Swatek said: "The great distance between Washington and Wake Island has made the generosity of headquarters personnel all the more remarkable. Throughout the aftermath of Typhoon Sarah, we have been amazed at the personal as well as official concern for Wake and the welfare of Wake families.

"The fund is providing immediate emergency assistance to wives and children who arrived here with practically nothing but courage and, in most cases, a determination to return to their outpost. The husbands and fathers, all of whom remained at Wake to begin restoration, can certainly feel that the entire agency and Office of the Secretary, DOT, is concerned about them and their families.

"Please extend our deep gratitude to all whose concern was expressed in your letter and the financial help that came with it."

PHASE TWO NOW IN PROGRESS . . . The second phase of the month-long November safety campaign began yesterday. Special emphasis will be placed on the following employee service areas: Bank, barber shop, credit union, FA Club, cafeteria, second floor snack bar, fifth floor snack bar, vending machine areas on each floor, and the executive dining room. Safety posters, slogans or suggestions should be related to one of these specific areas.

NEED IS CONTINUOUS . . . The FAA Blood Bank needs to be continuously replenished in order to assure an adequate supply in case of need. Anyone in good health, between the ages of 18 through 59, can safely give as many as five pints of blood per year. There is a particular need for the rare blood types as these people can only use their own type if a transfusion is necessary. Following is a chart showing the prevalence of the different types:

Out of 100 donors:	
46 Are Type "O" blood	
40 Are Type "A" blood	
10 Are Type "B" blood	
4 Are Type "AB" blood	

Of these, 85 have RH-positive blood; only 15 have RH-negative blood. Of these:	
7 are "O"-Negative	
6 are "A"-Negative	
only 1 1/2 are "B"-Negative	
AND less than 1 is "AB"-Negative	

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NOV 15 1967

RECORD ATTENDANCE AT MAINTENANCE SYMPOSIUM . . . FAA played host to some 350 persons from 15 countries at its Third International Maintenance Symposium at the Aeronautical Center last week. The conference theme was "Maintainability and Reliability of Aircraft Systems and Components." Topics for discussion included design and testing concepts and inspection and repair programs. Attendance was almost double that of last year's symposium.

INSURANCE RATES TO INCREASE . . . Due to the sharp rise in hospital and medical care costs, premiums for half of the 36 plans participating in the Federal Employees Health Benefits program will be increased approximately 6.5 per cent as of January 1, 1968. In announcing the increase, the Civil Service Commission said the rise would also be used to make improvements in the various plans to eliminate inequities or plug gaps in coverage. One major change to be made by the Indemnity Benefit plan will be to increase coverage to include mental illness in the same way as it covers other illnesses. Despite the rise in medical costs, the Commission has kept the premium increases at an absolute minimum estimated to be necessary to maintain the financial soundness of the respective plans. Bi-weekly premiums will increase as follows:

Service Benefit (Blue Cross-Blue Shield) Plan

High Option	Increase	Government Pays	Employee Pays	Total (Biweekly)
Self only	57 cents	\$ 1.68	\$ 3.89	\$ 5.57
Self and family	54 cents	4.10	9.50	13.60

Indemnity Benefit (Aetna) Plan

High Option				
Self only	58 cents	\$ 1.68	\$ 3.72	\$ 5.40
Self and family	\$ 1.44	4.10	9.30	13.40

Low Option

Self only	32 cents	\$ 1.46	\$ 1.46	\$ 2.92
Self and family	76 cents	3.50	3.50	7.00

ECONOMY CHAMP JOINS FAA . . . Carlos O. Segarra, who was named a Civil Service Commission Economy Champion while employed by the Department of the Army, has joined the agency in the Office of Management Systems. He received the honor for data automation improvements.

NOISE RULES BROADENED . . . Beginning next month pilots of small jet aircraft will have to follow the same noise abatement procedures as pilots of large transports. The procedures, which cover minimum altitudes, climb and descent, and use of noise abatement runways, will be effective for the smaller planes on December 4. At present, the regulations apply primarily to aircraft having a maximum gross weight of 12,500 pounds or more.

JUNIOR FEDERAL ASSISTANT EXAMINATION ANNOUNCED . . . The Civil Service Commission has reannounced the JFAE to fill administrative support and clerical positions at the GS-4 grade level. To qualify, applicants must pass a written test and be either graduates of a two year college, business school, or technical school, or have two years of appropriate written experience, or have a combination of both education and experience totaling two years. AT, PT, and other offices and services are getting together to see what possibilities this opens up for FAA.

RULE-MAKING SUMMARIZED . . . During the week of November 1 - 7, the FAA issued Amdt. 21-18, effective November 1, 1967, to clarify Part 21 with respect to the authority of delegation option manufacturers to issue airworthiness certificates; and Amdt. 141-5, effective November 9, 1967, to establish equivalent but more practical levels of experience for chief flight instructors. Also issued was Notice 67-48, proposing to place the communication requirement now existing for the Valparaiso Florida Terminal Area on a continuous basis (comments due before January 10, 1968).

CAREER AWARDS NOMINEES SOUGHT . . . Nominations are being solicited for the sixth annual Career Education Awards Program which offers an academic year of graduate study at one of eight universities. The program is designed for young men and women in public service who have potential for high-level policy and management positions. Anyone with from five to ten years of civilian public service and in GS-12 through GS-14 is eligible. Nominees should be 28 to 35 years old and winners must have a bachelor's degree. Deadline for receipt of nominations is December 5. See your local personnel office for details.

EMPLOYEE ORIENTATION KIT DEVELOPED . . . To help personnel specialists and supervisors answer employee questions about pay, insurance, leave, etc., the Office of Personnel and Training has prepared a new employee orientation kit. The kit consists of 35 mm color slides and an accompanying narration which describes responsibilities, rights, and benefits. Copies will be distributed within the next two weeks.

HQ. SAFETY CAMPAIGN CONTINUES . . . Phase three of the mission Safety 70 campaign, which began yesterday and will run through November 18, emphasizes safety in entrances, exits, and access areas (outside areas, garages, elevators, escalators, stairways, and rooftop). If you know of any hazards or potential hazards in the above mentioned areas, submit your ideas for a poster or a poster itself, a safety slogan, or a safety suggestion to your office or service coordinator this week.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

67-46 November 13, 1967

NOV 18 1967 620
Branch, HQ-610
Raymond B. Miley
Assistant Administrator,
Europe, Africa, and Middle East Region

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THE HULENS ON THE MOVE - After the 17th IATA Technical Conference October 9 through 14 in Lucerne, the little green "monster" car licensed to Mr. and Mrs. Hulen turned towards Rome. Mr. Hulen spent two days in discussions with Mr. Ditzler, then the Hulens started their vacation. The return to Brussels was via detours to Florence, Pisa, Terrenia, Milano, Garmisch, and Frankfurt. We have it on good authority that the little green "monster" car resembled Santa's sleigh as it rolled into Brussels November 3.

CONGRATULATIONS to E. Gale Vinnedge, secretary at our Beirut office, who was recently awarded a Sustained Superior Performance Award.

OVERHEARD IN THE HALLS OF EU HEADQUARTERS - "She didn't think he'd want to sign such a messy letter -- so she signed it herself!"

WE NEED YOUR HELP - Have you forgotten to submit your INTERCOM item for the next issue of INTERCOM?

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

FAA Library

NOV 22 1967

William F. McLean

67-47 November 20, 1967

Technician

Branch, HQ-610

BOYD TESTIFIES ON NOISE ABATEMENT . . . Secretary Boyd explained the Department's current noise abatement program and plans for its expansion to the House Transportation and Aeronautics Subcommittee last week. The Secretary said that some recent efforts include establishing of study panels in eight major areas where "investigations will be conducted to identify the noise reduction potential within each of these areas." The areas to be covered are: aircraft noise research, aircraft operations, sonic boom research, airport and land use, natural environment, legal, structures, and human response. He said that the Department is also developing a computerized method of predicting aircraft noise exposure at airports. "The methodology has been applied to three principal airports, JFK, O'Hare and Los Angeles International," he said, "and plans are underway to apply it to 29 additional airports." This project will enable the Department of Housing and Urban Development to inventory land use at these airports, the Secretary noted, and "we shall for the first time have a precise grasp of the actual magnitude of the problem of compatible land use projected through 1975."

DULLES HAS BIRTHDAY . . . Dulles International Airport celebrated its fifth birthday last Friday, Nov. 17, amidst reports of a sharp increase in traffic for the first nine months of this year. Arven Saunders, director of the Bureau of National Capital Airports, said passengers increased by 24.3 per cent for the nine-month period. Nearly 1.2 million passengers used the airport during this time and air cargo amounted to 3,962,000 pounds, a 19.5 per cent jump. Some 50 domestic and international flights have been added during the 12 months ending in October.

U.S. - SOVIET TECHNICIANS MEET . . . American and Soviet technical delegations will get together in Washington on Nov. 21, to work out details for air service between New York and Moscow. The U.S. team will be headed by Charles Cary, Assistant Administrator for International Aviation Affairs, and members will include representatives of FAA, Department of State, Pan American Airways, CAB, and the Department of Defense. The meetings, which will last two to three days, are being held in connection with the Russians' desire to use their new IL-62 aircraft on the run rather than the TU-114 which they had planned to use when the last meeting was held in March. The IL-62, which is scheduled to land at Dulles Monday night, will remain in the U.S. for several days for proving flights to JFK and the agreed alternate airports -- Dulles, Boston and Philadelphia.

PAY BILL PASSES COMMITTEE . . . The Senate Post Office and Civil Service Committee passed a Federal pay raise bill last Wednesday, agreeing to an Oct. 1 effective date for the raise. The bill is similar to the recently passed House measure, containing a 4.5 per cent raise for classified workers now, and provisions for raises in 1968 and 1969 to provide pay comparability with industry. If the Senate passes the bill intact, it will have to go to a Senate-House Conference Committee as there are some differences in the two measures.

USE OF MATCHING FAAP FUNDS CLARIFIED . . . Due to past misunderstandings on which Federal funds can and cannot be used at matching funds by communities in the Federal-aid Airport Program, the agency has issued a new notice clarifying proper sources. Notice number N 5100.72 says that unless specific authority exists in Federal regional development Acts, Federal funds may not be used as sponsor matching funds in a FAAP project.

RULE-MAKING SUMMARIZED . . . During the week of November 8 - 14, the FAA issued Amdt. 145-8, effective December 11, 1967, to allow holders of repair station certificates to make certain personnel changes with respect to their repair station operation without the necessity of applying for a certificate change; Amdt. 91-47, effective December 15, 1967, to prescribe a maximum permissible indicated airspeed of 250 knots for all aircraft operating below 10,000 feet mean sea level; and Amdt. 157-1, effective November 17, 1967, to revise the references to the form on which notices of proposed landing areas are filed to reflect the new form number that has been adopted. Also issued were Notice 67-49, proposing to amend Parts 27 and 29 of the Federal Aviation Regulations containing the airworthiness standards for normal and transport category rotorcraft to require two separate locking devices on certain bolts, screws, pins and other fasteners installed on those aircraft (comments due before February 14, 1968); and Notice 67-38A, extending until December 11, 1967, the time within which comments on Notice 67-38 will be received for consideration by the FAA.

SST SUPPORT CONTINUES . . . U.S. airlines retained 112 of 113 preferential delivery positions last month when the second \$100,000 deposit became due, Maj. Gen. J. C. Maxwell reported to a National Air Navigation meeting in Seattle last week. He noted that support for the program continued to be strong both in Government and in the industry. "The U.S. airlines have agreed to contribute \$52 million of risk money toward prototype construction," Maxwell said, "and orders are still coming in." In addition, he added, "The program continued to be supported by the Congress this year as evidenced by the passage of an appropriations bill which included funds for the prototype program through June 1968."

SPEED LIMIT ADOPTED . . . A new regulation limiting aircraft flying below 10,000 feet MSL to a maximum speed of 250 knots (288 miles per hour) has been adopted and will become effective Dec. 15. The new rule will provide a more realistic "see and avoid" environment in the airspace where most VFR flying is done and traffic congestion is greatest.

TAMIAMI AIRPORT DEDICATED . . . Deputy Administrator Thomas participated in the formal opening of the New Tamiami General Aviation Airport in Miami last Saturday and was also the principal speaker at a Friday evening dedication dinner. Thomas told the dinner guests that, "The airplane is, after all, but a means to an end. There are, of course, some few people who enjoy just being in an airplane and flying around. (And I must confess I am one of those). But the meaning of the airplane is in the services it performs . . . General aviation produces income -- general aviation lures business to a community -- general aviation is increasingly becoming a part of the national transportation system."

WARNING INSTRUMENT SYMPOSIUM SCHEDULED . . . An instrument to warn pilots of possible traffic conflicts and provide them with bearing, range and altitude information to assist them in locating the traffic visually will be the theme of a public symposium scheduled for Dec. 12 in Washington. Agency officials hope that the meeting will result in convincing industry to develop such a low cost Proximity Warning Instrument for general aviation pilots since the Collision Avoidance System which is being developed is so much more costly and complex. Sponsors of the symposium are FAA and the Government-industry Collision Prevention Advisory Group (COPAG).

SPECIAL SERVICE AWARDS GIVEN . . . Clyde G. Trusch and James N. Cancro, Installation and Materiel Service, have been granted Special Service Awards for exemplary performance of duty in constructing air traffic control towers and installing equipment for communication and air traffic control systems in Southeast Asia. The work performed in Thailand and Viet Nam involved operating in a danger area throughout their stay and on many occasions knowingly placing themselves in actual danger in order to accomplish their mission.

MANAGEMENT PROGRAM SUSPENDED . . . The experimental Administrative Management Development Program will be suspended upon graduation of the group currently participating in the program. Although original plans called for five groups of 20 persons each to complete a university study course, it was felt that the long-range benefits of the program could be assessed as well on the basis of four groups as with five. The program was established to prepare specialists with experience in technical programs to assume broader administrative or general management positions.

ICAO MEETING UNDERWAY . . . The International Civil Aviation Organization (ICAO) Fifth Air Navigation Conference convened in Montreal, Canada, last Tuesday to discuss technical and operational problems. The 18-man U.S. delegation is headed by William Flener, Deputy Director of Airports Service, and includes representatives from FAA, ESSA, and industry. The four-week meeting will be primarily concerned with improvement in the safety and efficiency of the approach, landing and take-off phases of flight.

LEHAN CONFIRMED . . . The Senate last week confirmed the nomination of Frank W. Lehan as Assistant Secretary of Transportation for Research and Technology.

DEFENSE READINESS REMINDER . . . The recent Civil Defense and Emergency Readiness Exercise disclosed that many participants failed to have in their possession the pocket size WA Form 1900-2 which describes all emergency readiness conditions, exercise code names, a format for employees to follow as well as an alerting list. It also contains emergency readiness information for you and your family. All employees are encouraged to have this form, available at the GSA store, in their possession at all times.

SAFETY CAMPAIGN HIGHLIGHTS OFFICE AND SERVICE AREAS THIS WEEK . . . In FY 67, ten employees were injured in those headquarter areas under control of the various offices and services. The fourth phase of the safety campaign has been devoted to eliminating accident causes in these areas. Supervisors and employees should make it a point to inspect their areas this week. Submit your ideas for improvement to your office or service coordinator. The final phase of the campaign will run from November 26 - 30, 1967.

USE FTS . . . A review of commercial telephone toll charges incurred by Washington headquarters reveals an abnormal increase this fiscal year. A substantial number are being made through the commercial telephone system instead of the Federal Telecommunications System (FTS). The GSA switchboard serving this headquarters is now equipped to permit direct dialing to non-FTS (commercial) telephones without operator assistance. To reach commercial numbers, dial "8," wait for a dial tone, then dial "0" plus the area code and the seven-digit commercial number. Consult current directory, page VI, for full instructions.

WHO GUIDES THE GUIDERS? . . . Guidance counselors from Prince George's County schools were briefed at FAA and WNA recently by Mervin K. Strickler, Jr., General Aviation Affairs, and personnel specialists Joseph Sellick and Betty Dunlap on aviation education, career opportunities, FAA personnel needs and the Vocational Office Training Program. A sneak preview of a new filmstrip -- "AVIATION: Where Career Opportunities are Bright" -- was shown to them. The highlight of the visit was a trip to Washington National Airport where tower chief Howard A. Cocklin had arranged for them to see the control tower personnel at work.

AIR FORCE LIAISON CHANGES HANDS . . . Lt. Col. William M. Beaven, on duty since 1963 as AFCS Liaison Officer with FAA, recently retired after 26 years active duty. The job will be assumed in January by Lt. Col. Robert D. Mand, now on duty with the 1946 Comm. Sq. in Germany.

NEW FACES IN CLINIC . . . Marie Harris, long familiar to most FAAers as one of its most helpful angels of mercy, has moved her bandaids, aspirins and lozenges from the headquarters clinic over to the Donohoe Building. Carolyn Doe and Alice Grogan are the new nurses at headquarters, part of a staff of five led by acting head nurse Helen Wisner. Gladys Abell and Jean Keel work "in the back room" assisting in annual physicals. On an average day, from 40 to 60 patients visit the clinic with a variety of short-order ailments, and from eight to 12 go through their annual physicals each day.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

FAA Library
HQ-610
DEC 6 1967

William F. McLean
Administrator

67-49 December 4, 1967

Technical

PAY RAISE MOVES CLOSER TO REALITY

The Senate approved the Government pay raise - postal rate increase bill on November 29. The measure now goes to a House/Senate Conference Committee to iron out differences in the Senate version and the House approved bill. The amount of the pay raise is not in question since an average 4.5 per cent increase has been approved by both Houses of the Congress. Both bills also call for subsequent pay adjustments in calendar years 1968 and 1969. These latter two raises are designed to close the comparability gap between private industry and Government pay.

TECHNICAL ACCORD REACHED WITH RUSSIANS

Outstanding technical questions associated with a Moscow-New York air route to be shared by Aeroflot and Pan American World Airways were resolved last Wednesday in Washington in the form of a memorandum of understanding signed between FAA and the Soviet Ministry of Civil Aviation. Before service can begin, however, some other steps must be completed. These include CAB issuance to Aeroflot of a foreign air permit and issuance of a corresponding permit to Pan Am by Soviet authorities. Once these steps are completed, the date on which service will commence will be specified in an exchange of diplomatic notes, as provided by the U.S.-U.S.S.R. Civil Air Transport Agreement of November 4, 1966. A picture story, entitled "The Russians Are Coming . . . The Russians Are Coming," will appear in next week's HORIZONS.

TEMPUS FUGITS: A CORRECTION

INTERCOM jumped the gun by six months in reporting the new format scheduled for aviation mechanic exams. The new look will be evident on July 1, 1968, not January 1 as announced last week in this newsletter.

BOEING ANNOUNCES DESIGN CHANGES IN SST

At a press conference in Seattle last week, the Boeing Company announced design changes in the SST airplane which include addition of canard surfaces, direct-lift control, and lengthening the airplane. The refinements are being reviewed by FAA and are being described in detail to the 26 airlines which have reserved U.S. SST delivery positions. Boeing anticipates a five per cent improvement in the effect of the sonic booms on the ground resulting from the design changes. An announcement also was made last week that the British-French SST Concorde prototype is scheduled to roll out of Sud Aviation's plant on December 11 in Toulouse, France, with a first flight target date of February 28.

IMMUNITY PROMISED IN REPORTING NEAR MISSES . . . In order to encourage full, free, and frank reporting of all near midair collisions -- even if infractions of the FARs or air traffic control procedures are involved -- controllers, pilots, and others making such reports will be granted immunity from all punitive and enforcement actions in 1968. This measure is being taken as part of a year-long study in 1968 to determine the frequency and causes of near midair collisions. The study, to be based on a new system of incident reporting, is expected to yield more comprehensive data than has been available in the past, and could lead to new regulations and procedures to minimize collision hazards and increase safety.

WISNER REPORTS ON GENERAL AVIATION SURGE . . . Leland Wisner, a management systems statistician, is responsible for a penetrating look at the continued upswing of general aviation activity. His findings reveal that in 1966 general aviation pilots flew 104,706 airplanes a record 3.3 billion miles in 21 million hours, consuming 512 million gallons of gasoline and jet fuel. A 10 per cent increase in the number of general aviation aircraft over the 95,442 reported in 1965 is the largest yearly increase since post-war 1946. Business flying continued as the most active general aviation segment, followed by flight instruction, personal flying, and commercial operations.

AIRPORT BEAUTIFICATION HONORS GO TO FIVE . . . For helping to "create keystones of civic pride and community hospitality," General McKee is granting FAA Certificates of Commendation to five American airports to honor their outstanding beautification efforts. Four are in northern California: Reid-Hillview and San Jose Municipal in San Jose; San Carlos; and Palo Alto. The fifth is Greenville-Spartanburg Airport in Greer, S.C. Copies of a brochure describing FAA's Airport Beautification Awards Program are available from the Office of Information Services in Washington, Attention IS-7.

NEW YORK IFO PLAYS PART IN CURRENT MID-EAST CRISIS . . . Intermittent closing of Turkish airspace and the possibility of a more permanent closure is threatening Pan Am's and TWA's air service between the Mediterranean and Southern Asian areas. Space already is closed to American civil aircraft over Iraq, Syria, Jordan, the U.A.R. and Sudan, as a result of the other Mid-East conflict last June. FAA's New York International Field Office has been working with both airlines to arrange alternate routing, subject to agreements the Department of State may make through diplomatic channels.

CONTROLLED VISUAL FLIGHT PROPOSAL WITHDRAWN . . . Noting that virtually all sectors of the aviation public had found the proposal unacceptable, the agency has withdrawn a proposed rule which would have permitted pilots to conduct "controlled visual flight" operations in positive control areas between 18,000 and 24,000 feet.

AIRCRAFT OPERATING COSTS DISCUSSED . . . If you're interested in aircraft facts and figures, you might wish to add the CAB's new 104-page report to your collection: Aircraft Operating Cost and Performance Report. The new statistical publication (\$1.50) went on sale December 1 and is available from the Superintendent of Documents, Government Printing Office, Washington, D. C. 20402. Breakdowns are given by equipment groups and specific aircraft types, as well as by individual carriers and carrier groups.

GOT THE PICTURE . . . When an airliner made an emergency landing during a recent snow storm on a Great Falls, Mont., wheat field near the airport, Olaf Haldorson raced home for his camera. With the help of his RAPCON colleagues, Frank Kelley and Faz Selhaney, Haldorson was able to get a series of valuable shots before the wheel marks were covered by snow. The pictures provided an important photographic record of the incident and the three were officially commended by the investigating team for their quick and resourceful thinking.

TEST YOUR DEFENSIVE DRIVING . . . The highly publicized "1967 National Drivers Test" will be repeated on CBS-TV, Tuesday evening, December 5, to see how much -- if at all -- U.S. drivers have improved since the program was first telecast last May. A major section of the exam involves driving on snow and ice, especially timely for FAAers planning to spend holiday leave on the highways.

RULE-MAKING SUMMARIZED . . . During the week of November 22-28, the FAA issued Amdt. 91-48, effective November 30, 1967, to remove the requirement that no person may operate a foreign civil aircraft in the U.S. in VFR flight unless a VFR flight plan has been filed with an FAA communications station; Amdt. 91-49, effective December 31, 1967, to provide for VOR equipment checks outside the U.S. using test signals and checkpoints that have not been approved or designated by the Administrator; and Amdts. 61-39 and 121-36, effective December 1, 1967, to continue the permission to use, in turbojet airplanes, alternatives to the two-engine-out landing maneuvers that are required for (1) airline transport pilot certificates and type rating flight tests and (2) proficiency checks and recurrent training for each pilot in command of a Part 121 certificate holder. Also, Notice 67-21, published in the Federal Register on May 13, 1967, was withdrawn.

UCR RESULTS IN EQUIPMENT IMPROVEMENT . . . Frank C. Saunders, Lovelock, Nevada, FSS, reported that static electricity was causing the strobeline on the viewplate of a particular direction-finder unit to disappear. As a result of this Unsatisfactory Condition Report, an antistatic compound is being stocked by the FAA Depot to correct the irregularity. Faulty equipment? Let's have your UCR!

DON WE NOW OUR GAY APPAREL . . . With the advent of the holiday season, employees are reminded to review pertinent orders describing the extent to which offices and facilities may be decorated.

HOMER ROSE, TRAINING EXECUTIVE, DIES . . . Homer C. Rose, the agency's senior educational specialist in the Office of Personnel and Training, died of cancer at the age of 58 last week. An agency employee since 1957, Mr. Rose was instrumental in establishing FAA's management training programs. He was the author of two books and more than 100 articles on management techniques and adult education.

PIEPER'S TUNE IS CALLED . . . Lt. Colonel Wilford (Bill) Pieper has been presented with the Air Force Commendation Medal for his outstanding service as aviation intelligence officer in the Office of International Aviation Affairs.

YOST, HIRSHON, SHAFFER AMONG THE HONORED . . . For his special efforts in helping to develop FAA's exhibit at the Paris Air Show last fall, R&D's Marvin Yost has received a Sustained Superior Performance Award. His R&D colleague, Sidney Hirshon, was recently honored with the Airline Avionics Institute's "Volare Award," presented also to John H. Shaffer in International Aviation. IA kudos go, too, to SSP winners Harold W. Earp, Romney Pattison, Dorothy Rhatican, Edmond J. Desautels (Tunisia), Warren B. R. Zetterstrom (Canada), and Quality Within-Grade Pay Increase Awardees John C. Korsch, Milton F. Myers (Bolivia) and Nevin E. Claybourne (Panama).

DEPARTMENTAL TELEPHONE DIRECTORY . . . A new consolidated Departmental Telephone Directory is being published by the DOT. To help make the initial Departmental Directory as accurate as possible, HQ is asking everyone to check his current listing and submit necessary corrections to HQ-360 by December 6, 1967. Complete instructions are contained in the current FAA Headquarters Telephone Directory on page 71.

DIAL-OR-DELETE . . . Recent surveys indicate that there are telephones in this headquarters building that are not being used. We can effect savings immediately if telephones not used for three weeks are disconnected. Supervisors are requested to review their telephone requirements and call HQ-360, x 25608, to have excess instruments removed.

THE EYES HAVE HAD IT . . . Complaints have been received from field personnel that Washington offices are sending out illegible xeroxed or thermofaxed material. You can thwart these blinding insults by making sure that hot copies are good copies.

MINI-EXTINGUISHERS FOR SALE . . . Compact, light-weight, re-fillable, and low-cost dry-chemical fire extinguishers are now available to Headquarters employees through the Credit Union. The extinguishers are especially suited for emergency use in homes, cars, workshops, and boats. Extinguishers with a five pound capacity cost \$10.95; 2 3/4 pounds for \$5. They have a three-year guarantee. Sales will be made on a non-profit basis and are endorsed by the Washington Headquarters Occupational Safety Office, HQ-100. No cash please; money orders or personal checks.

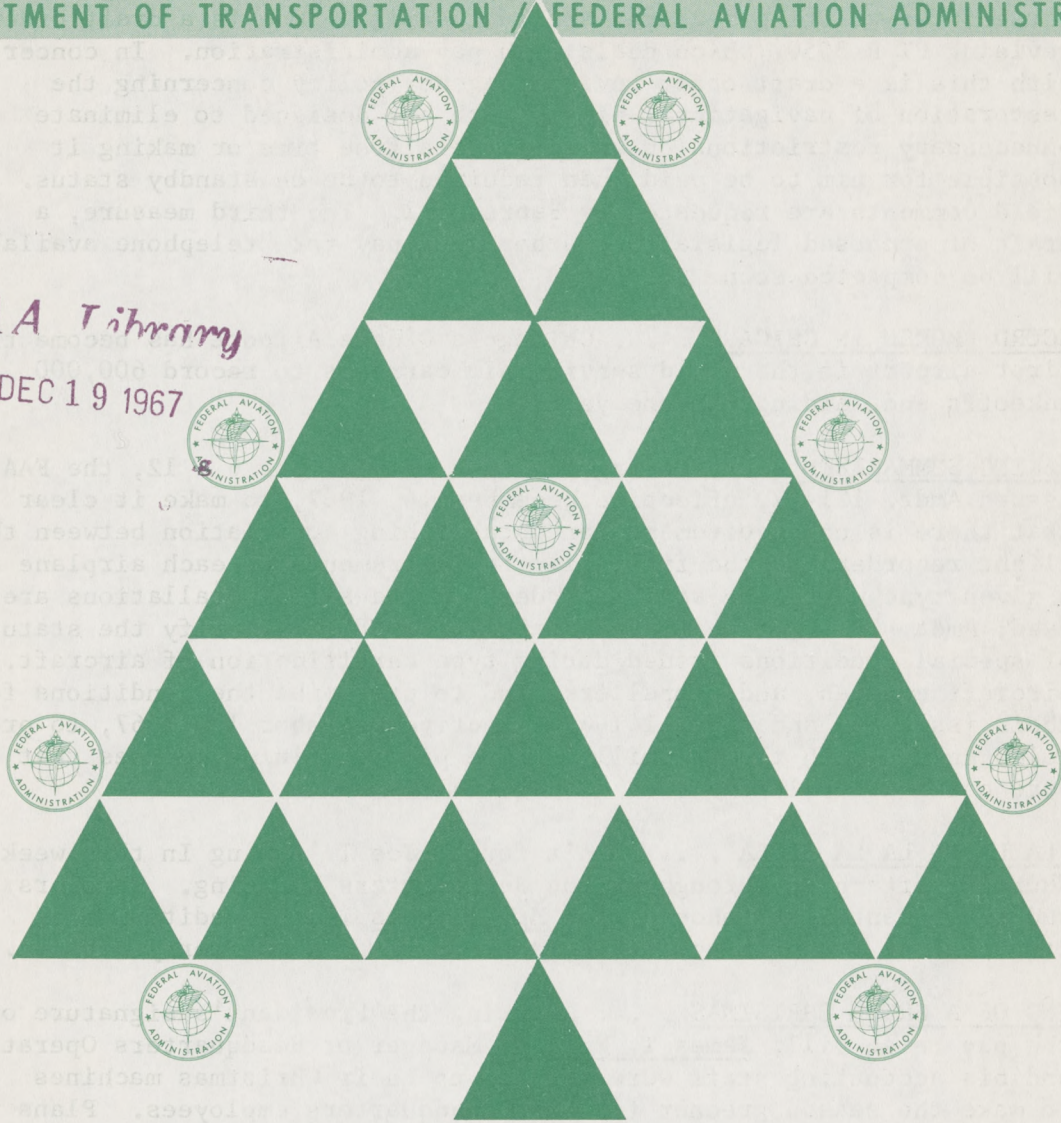
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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

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DEC 19 1967



TO MY FELLOW FAA EMPLOYEES THE WORLD OVER:

As another year passes, I have the opportunity to thank each of you once again for your loyal support of our agency and its goals. I am exceedingly proud of what we have accomplished working together over the past 12 months and I am firm in my conviction that we will mark 1968 with significant progress.

Mrs. McKee joins me in wishing you and your families a Merry Christmas and the happiest of New Years.

William F. McKee
 WILLIAM F. MCKEE
 Administrator

MORE ABOUT STANDBY TIME . . . As promised in the October 16 INTERCOM, the Office of Personnel and Training has provided a progress report about agency efforts to make standby pay a reality for agency employees. Three inter-relating measures are in the mill. One is a draft order revising PT P 3550, which deals with pay administration. In concert with this is a draft order revising agency policy concerning the restoration of navigational aids. Both are designed to eliminate unnecessary restrictions on an employee's free time or making it possible for him to be paid when required to be on standby status. Field comments are requested by February 1. The third measure, a draft of proposed legislation authorizing pay for "telephone availability" will be completed soon.

AIR RECORD BROKEN IN CHICAGO . . . Chicago's O'Hare Airport has become the first airport in the world serving air carriers to record 600,000 takeoffs and landings in one year.

RULE-MAKING SUMMARIZED . . . During the week of December 6 - 12, the FAA issued Amdt. 121-37, effective December 14, 1967, to make it clear that there is no requirement for establishing correlation between the flight recorder and the first pilot's instruments on each airplane of a given type where the same recorder and the same installations are used; Amdt. 21-19, effective January 12, 1968, to clarify the status of special conditions issued during type certification of aircraft, aircraft engines, and propellers, and to prescribe the conditions for their issuance; and Amdt. 141-6, effective December 13, 1967, to provide rules under which the FAA will approve pilot training courses that were not previously included in Part 141.

FA LA LA LA LA LA LA LA LA LA . . . Don't forget Joe T.'s Sing In this week, Thursday afternoon throughout the Headquarters building. Carolers and instrumentalists should meet Mr. Tippets in the auditorium at 2:15 to do a few practice scales and embark on their merry mission.

DREAMING OF A GREEN CHRISTMAS . . . Awaiting the President's signature on the pay raise bill, James T. Murphy, Manager of Headquarters Operations, and his accounting staff were revving up their Christmas machines to make the season greener for most Headquarters employees. Plans contingent upon the signing of the new pay act will mean fatter pay checks (retroactive to October 8) mailed by the Treasury Department on Friday, December 22. The few exceptions include the handful of PL 313s and those serving on AID salary scales, since the new rates have not been received yet for these categories.

NEW NUMBERS FOR DCA . . . The installation of new switching equipment has necessitated changes in all Washington Area Office telephone numbers. Use government code 167 or commercial prefix 557 plus extension: Office of Area Manager - 1390; Personnel - 0996; Budget and Management - 1172; Flight Standards - 1194; Airway Facilities - 1368; Air Traffic - 0974; Airports - 1162. Also, prefixes have changed at Washington National Airport, although the extensions are the same: IDS Code 161. Commercial exchange 557.