

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

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JAN 5 1968

William F. McLean

Administrator

68-1 January 2, 1968

Technical Support Group
Branch, HQ-610

ADDITIONAL FIELD POSITIONS AUTHORIZED FOR 1968 . . . 1449 additional air traffic specialists for field operations have been authorized for the 1968 fiscal year. During a period of intense competition for Federal funds, this action indicates a recognition of the contribution that air traffic controllers make to air safety. The President's Budget submitted in January 1967 included an increase of 649 positions for air traffic field operations. When it became clear that the workload of traffic controllers was increasing faster than anticipated, the Administration requested an additional 800 air traffic controller positions. The Congress approved the total number requested. Some additional jobs were also approved for Flight Standards, Facility Maintenance and Airports. A total of 1739 new positions were authorized for the current fiscal year.

DEPUTY ADMINISTRATOR TO ESCORT SENATORS . . . D. D. Thomas, his special assistant, David H. West, and Robert Carnahan, Office of Congressional Liaison, will escort Senators Frank E. Moss and James B. Pearson on an inspection tour this week of eight of the nation's busiest airports. The trips are scheduled as part of the Senate Commerce Committee's investigation of airport congestion. The Senators will visit O'Hare Field in Chicago, and Minneapolis-St. Paul on Tuesday, January 2; Los Angeles on Wednesday, January 3; Dallas-Ft. Worth and New Orleans, Thursday, January 4; Miami, Friday, January 5; and Atlanta and St. Louis, Saturday, January 6.

FAAP REQUESTS RECEIVED . . . A preliminary report from the field shows 751 requests totaling \$375 million have been received for the 1969 Federal-aid Airport Program. The deadline for submitting requests was December 8, 1967.

AIR TAXI - AIR MAIL SURVEILLANCE PROGRAM BEGINS . . . The Assistant Postmaster General has asked FAA to help the Post Office Department evaluate air taxi operators who are under contract to carry mail. The agency has agreed, and last week began a special surveillance program with emphasis on compliance with the provisions of the Federal Aviation Regulations (Part 135) dealing with air taxi operations. The program started December 27 and will extend through January 19, 1968.

FAA CONSIDERING NEW REQUIREMENTS FOR GENERAL AVIATION PILOTS . . . The agency is considering rule-making action which would require general aviation pilots to take periodic flight instruction or proficiency checks in order to retain the full privileges of their certificates. FAA presently has no such requirements that are generally applicable to all categories of general aviation pilots. The agency's objective was stated in an Advanced Notice of Proposed Rule Making (Notice 67-56) inviting the aviation community to participate in the formulation of such requirements. In issuing the advance notice FAA stated: "There is no conclusive proof as to the percentage of general aviation accidents that might have been prevented by periodic instruction, refresher training, or proficiency training. However, a review of the accident records shows that many accidents can be ascribed to deterioration of basic airmanship and skills and to pilots' failure to keep abreast of new developments and operational procedures." The agency noted that its efforts to encourage general aviation pilots to secure periodic refresher training and proficiency checks on a voluntary basis have been only partially successful. (Comments are due before April 2, 1968).

ALSO ON THE DOCKET . . . FAA has announced the withdrawal of a Notice of Proposed Rule Making (Notice 67-1) which would have established a new "basic pilot" certificate and required more training for private and commercial pilots' certificates. Also withdrawn was a Notice of Proposed Rule Making (Notice 66-28) which would have allowed FAA inspectors and designated examiners to use sampling procedures in conducting flight tests for private and commercial pilot certificates and instrument ratings.

EXECUTIVE POSTS ANNOUNCED . . . The following ESIS and FARE selections have been made: Walter B. Buechler, Chief, Air Traffic Branch, New York Area Office, Eastern Region; John T. Dailey, Ph.D., Special Assistant for Psychology, Office of Aviation Medicine, Washington; Frank T. Happy, Chief, Air Traffic Branch, San Francisco Area Office, Western Region; Fred M. Marks, Chief, Air Traffic Training Branch, FAA Academy, Aeronautical Center, Oklahoma City, Oklahoma; John W. Gregory, Assistant Chief, FAA Depot, Aeronautical Center; James T. Stokes, Air Traffic Control Specialist, Technical Assistance Division, OIAA, Saigon, Vietnam; Archie Lynch, Electronics Engineer, Frankfurt, Germany, EAME; Martin Lindenauer, Aerospace Engineer, Aircraft Certification Staff, Brussels, Belgium, EAME; and Ronald Adams, Chief, Quality Control Unit, Frankfurt, Germany, EAME.

NO FUN ON THIS TRIP . . . The horrors of the drug LSD will be illustrated during the Mid-day Matinee this week - January 2, 3, 4, and 5 - when the Naval Medical School film "LSD" will be shown continuously from 11:30 to 1:30 in the auditorium. This 37-minute color motion picture was produced by the United States Navy to demonstrate that permanent brain damage, more often than not, results from even one LSD trip. FAA employees are urged to see it.

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Technic. Eng.
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OPTIONAL INSURANCE GRANTED . . . With the signing of the 1967 Federal Salary Act, all FAAers who carried regular insurance received an additional \$10,000 worth of optional life insurance. (See FAA HORIZONS, Dec. 25) This insurance is free of charge until February 14, 1968. Employees have until April 14 to make a decision about continuing the optional insurance. You will receive the necessary forms prior to that date. Although you must have taken out regular insurance to be eligible for the optional insurance, if you have waived your regular insurance you will be given a chance to cancel the waiver.

REDUCTION OF VFR FLIGHTS IN CONTROLLED AIRSPACE PROPOSED . . . The agency has proposed a new rule which would require all jet planes to operate under instrument flight rules when in controlled airspace within the contiguous 48 states. Certain exceptions from the proposed rule would be granted for special operations such as flight training and testing if deemed necessary by FAA. Such exceptions, however, would be available only in the case of unusual operations which cannot be conducted under instrument flight rules. The rule also would apply to airplanes operated under Parts 121 and 129 of the Federal Aviation Regulations: operations by U.S. domestic, flag, and supplemental airplanes and commercial operators of large aircraft and operations by foreign air carriers, respectively. A "large" airplane is defined as one with a maximum takeoff weight of more than 12,500 pounds.

MORGAN MOVES TO CENTRAL REGION . . . William E. Morgan has been assigned to the position of Chief, Air Traffic Division, Central Region, moving from his current post as Deputy Director of the Air Traffic Service in Washington.

THANKS FOR THE GREEN CHRISTMAS . . . Most employees throughout the agency received the retroactive portion of the pay raise in time for last-minute Christmas shopping. As busy as Santa's elves were FAA's payroll and data processing personnel, all of whom have earned their colleagues' grateful appreciation.

NEW HANDBOOK OUT ON PILOT CERTIFICATION . . . A complete revision of the pilot certification handbook has been distributed to the field for immediate use. The revised edition (8420.1A) picks up all previous changes and incorporates instructions about the new pilot certificate application forms.

TEN MORE LOCATIONS FOR CAT II PROPOSED FOR '68 . . . Another step toward safe, all-weather flight was taken recently with the announcement that ten additional airports have been proposed for Category II operations in FY '68. Cat II refers to reduced weather minimums which permit landings when the pilot is able to see the runway lights or the runway itself when his plane is 100 feet or more above the landing strip. In addition, horizontal visibility (RVR) near the point of touchdown may be as low as 1,200 feet. The 1968 locations, in priority order, are Boston's Logan International, Portland International, Columbus' Port Columbus International, Minneapolis-St. Paul International, Greater Cincinnati, Salt Lake City Municipal #1, Memphis Metropolitan, James M. Cox, Dayton Municipal, San Antonio International, and Andrews AFB, Md.

FOR YOUR BUSMAN'S HOLIDAY READING . . . The Jan. 6 issue of Saturday Review features a special section devoted to "Tomorrow's Traveler." The articles highlight the future of aviation, including the SST, making interesting reading fare for FAAers with an interest in what's coming.

RULE-MAKING SUMMARIZED . . . During the week of Dec. 27 - Jan. 2, the FAA issued new Part 198, "War Risk Insurance," effective Dec. 28, 1967, that supersedes the regulations of the Under Secretary of Commerce for Transportation, reflecting the transfer of the War Risk Insurance function into the Department of Transportation and the Secretary's delegation of that function to the Federal Aviation Administrator, but retaining the substance of the old regulations. The FAA also issued Admt. 47-6, effective Jan. 3, 1968, making the temporary authority to operate an aircraft without registration valid for 90 days, rather than for 30 days, after the application is signed. Also issued was Notice 67-57, proposing to permit the conduct of certain ferry, demonstration, training, and test flights above 24,000 feet by foreign civil aircraft that are not equipped with distance measuring equipment (comments due before March 6, 1968.)

DULLES CONTINUES TRAFFIC UPSURGE . . . Figures released last week showed sharp increases in both passenger and cargo traffic at Dulles International Airport in Washington during the month of November. Gains were far more substantial at Dulles than at the other airport operated by FAA, Washington National. Dulles passengers increased by almost 35% during the first 11 months of 1967 and cargo was up 27.7%. As a further indication of the area's traffic, the Washington Air Route Traffic Control Center recently commemorated the one-millionth operation of 1967, the first time they had reached that mark in one year.

PEAK DAY IN AIR TRAFFIC REFLECTS AIR BOOM . . . Using Fridays in May 1967, as the basis of study, the Office of Management Systems revealed that IFR departures for the "Peak Day" during FY 1967 totalled 31,541 -- an increase of 16% above the 27,184 reported for the preceding fiscal year. Centers and towers accounted for 27,069 and 4,472 IFR departures, respectively. The listings and tabulations of scheduled activity were compiled primarily by Angelo A. Caporaso of NAFEC's Computer Applications Section.

TOMORROW'S NEIGHBORS . . . An interesting scale model of the Forrestal building is on display for two weeks in the lobby.

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REPORT REQUIREMENT ABOLISHED FOR PILOTS . . . FAA is eliminating the mandatory report requirement for pilots who receive an air traffic control priority in an emergency. The change is effective Feb. 11, 1968. The requirement was inserted in the air traffic rules in 1947 to discourage pilots from declaring an emergency just to obtain preferential ATC handling. At the time, turbojet aircraft were being introduced into the ATC system and pilots of these aircraft often declared emergencies in order to obtain priorities. Because of advancements in turbojet operational capability and improved pilot familiarization and ATC procedures, the need for the requirement has lessened considerably. As a result, FAA now believes that priority handling reports should be required only when requested by the ATC facility involved.

LIEURANCE HEADS WMO COMMISSION . . . Newton A. Lieurance, who serves on the staff of the Associate Administrator for Operations as ESSA's Director of Aviation Affairs, has donned still another hat. Lieurance recently was elected to a four year term as president of the Commission of Aeronautical Meteorology of the World Meteorology Organization (WMO). The Commission advises the WMO on technical matters related to the application of meteorology to aeronautics and the provision of meteorological services to international air navigation.

SAFETY LEVELS STILL HIGH . . . The nation's major airlines achieved a statistical safety record in 1967 of less than one passenger fatality for each 400 million passenger miles. This was the 15th consecutive year that the passenger fatality toll was less than one for every 100 million miles. Passenger miles are arrived at by multiplying the number of miles flown by an airplane times the number of passengers aboard it. The figures were compiled and issued by the National Transportation Safety Board. The Safety Board's preliminary figures showed that the passenger fatality rate, for Scheduled Passenger Service, was 0.23 for 1967 as compared with 0.07 for 1966.

MAINTENANCE MEN DOUBLE AS WEATHER OBSERVERS . . . FAA maintenance personnel servicing air navigation aids at Indianhead, Pa., and Grantsville, Md., provide weather reports for the Allegheny Mountain area Monday through Friday, 9 a.m. to 5 p.m. whenever weather conditions are less than five miles visibility or the ceiling less than 2,000 feet. This is the first known instance of weather reports being provided by government maintenance personnel for the benefit of the aviation community.

MORE ON INSURANCE . . . With the signing of the 1967 Federal Salary Act, all employees whose annual salary is \$8,000 or less are covered by a minimum of \$10,000 regular insurance. As stated in the January 8 issue of Intercom, employees who carried regular insurance also received \$10,000 worth of additional optional insurance. This insurance is free until February 14, or until you are given the opportunity to apply, whichever date is later. You will receive full instructions as soon as they are provided by the Civil Service Commission.

RULE-MAKING SUMMARIZED . . . During the week of January 3 - 9, the FAA issued Amdt. 103-3, effective January 10, 1968, containing miscellaneous restrictions on loading and transporting poisonous liquids or solids defined and described as Class B in §173.343 of the DOT Hazardous Materials Regulations; Amdt. 151-21, effective January 9, 1968, amending FAR §151.9(b) to reflect the pertinent portion of the description of a runway clear zone formerly prescribed in FAR §77.19(c); and Amdt. 45-5, effective January 12, 1968, relaxing the identification and registration marking requirements for antique and exhibition aircraft. Also issued was Notice 67-44A extending until February 16, 1968, the time within which comments on Notice 67-44 will be received for consideration by the FAA.

FAA BOOK COLLECTORS NOTE . . . Turn over a new leaf in 1968. Make a New Year's resolution to check your desks, bookcases, filing cabinets, broom closets, etc. for overdue library materials. The HQ Library in room 930 will be happy to welcome home any and all items rooted out by your searching.

FIRE EXTINGUISHER SALES TOP 1,200 . . . Safety-conscious FAA and DOT employees purchased 1,202 fire extinguishers during the December safety campaign conducted by the FAA Washington headquarters safety office. The fire extinguisher display is located in the Transportation Federal Credit Union and will remain there until further notice. Questions concerning the extinguishers should be directed to the safety office (ext. 34381) -- not the Credit Union.

JUSTICE DOUGLAS GIVES OATH TO RAOUL-DUVAL . . . U.S. Supreme Court Associate Justice William O. Douglas recently administered the attorney's oath for the State of California to Michael Raoul-Duval, a lawyer in the Policy and Evaluation Branch, Office of the General Counsel.

MRS. ROSEMARY KHOURY MISCHLER DIES . . . Services were held last week at Forest Lawn Cemetary in Glendale, California, for Rosemary Mischler of the SST staff who died suddenly on January 5. Sympathy may be expressed in the form of contributions to the Epilepsy Foundation, 1419 H Street, N.W.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

William F. McLean
Administrator

68-8 February 19, 1968

HIGHER VFR WEATHER MINIMUMS ADOPTED . . . Increased visibility and cloud clearance requirements for visual flight rule (VFR) operations between 10,000 and 14,500 feet mean sea level (MSL) were announced last week by the agency in a move designed to give pilots utilizing this airspace more opportunity to "see and avoid" other air traffic. Effective March 16, VFR operations at or above 10,000 feet MSL (or more than 1,200 feet above ground level, if higher) will be prohibited unless pilots have five miles minimum visibility and can remain at least 1,000 feet vertically (over or under) and one mile horizontally from cloud formations. These weather minimums already are in effect above 14,500 feet.

SF-57 ON ITS WAY OUT . . . Effective July 1, the four page Form 57 "Application for Federal Employment" will be replaced by Form 170 - a 4" by 8" card that will provide all the basic information needed initially to consider Federal job applicants. Before final selection, a second new form called "Personal Qualifications Statement" will be issued to the applicant. The new procedure should put less burden on individual applicants and, at the same time, help Federal agencies give speedier service to job hunters.

AIRPORT DELAYS STUDY PUBLISHED . . . A study entitled "Alternate Approaches for Reducing Delays in Terminal Areas," published by the agency, delineates various methods of reducing delays at hub airports. These delays could exceed one to two hours by 1970. According to the report, the greatest reduction in airport delays are achieved by parallel runways and new airports. On the other hand, when comparing benefits to cost, the greatest return is achieved by automation of specific air traffic control functions and by air traffic procedural improvements. Although the report concentrated on such centers as New York, Chicago, Los Angeles, San Francisco and Washington, its delay reducing methods are applicable to smaller airports as well. The report was prepared by Milton Meisner, Edward Van Duyne, and Walter Faison of R&D.

THIRD LEVEL AIR CARRIER OPERATIONS INCREASE . . . A recent report, "Scheduled Air Taxi Operations as of October 1967," notes a growth of 42 per cent in the number of scheduled air taxi companies last year -- from 116 to 165. The number of seats available to the public increased from 3,846 in November '66 to 5,112 in October '67. The report further states that by this June the Post Office expects air taxi mail service to expand from the present 77 routes to approximately 200 routes and forecasts \$8 million in earnings in FY '68 for air taxi mail carriers.

FAA RESERVISTS AFFECTED . . . A preliminary count shows that some 20 agency employees, scattered throughout the five contiguous FAA regions, were among the 14,000 Air Reserve Forces called to extended active duty by the President on January 25. Of the 20 reservists involved, Headquarters contributed 1; Eastern Region, 1; Southern Region, 4; Southwest Region, 3; Western Region, 3; Central Region, 2; and NAFEC, 6.

COMING UP . . . In the February 19 issue of HORIZONS are articles on such diverse topics as safety in the skies, with a story concerning FAA's record breaking flight assists; safety on the ground with tips on how to "Drive to Stay Alive"; and a two-page feature on our NAFEC facility, "In These Hands."

UCR PROMOTES AIR SAFETY . . . Patrick Pequet of the Flint, Mich. Combined Station/Tower reported that his facility and three other control towers within a 40 mile radius of Flint all used a particular VHF frequency for traffic purposes. This congestion impaired the effectiveness of controllers at Flint in sorting out their aircraft contacts on the frequency from those relating to the other towers. Due to Piquet's Unsatisfactory Condition Report (UCR), a separate frequency was assigned to Flint, eliminating the congestion.

EMPLOYEE CONDUCT, RESPONSIBILITIES RULES OKAYED . . . Secretary Boyd recently approved the latest Employee Conduct and Responsibilities regulations. The policy points out: " . . . every citizen is entitled to have complete confidence in the integrity of his government. Each individual officer, employee or advisor of the government must help to earn and must honor that trust by his own integrity and conduct"

LOW COST VISUAL APPROACH AIDS ASSESSED . . . NAFEC recently evaluated a variety of "low-cost" visual approach slope techniques to determine their feasibility in aiding pilots in VFR landings. The two-box version of the Visual Approach Slope Indicator (VASI) system was found superior to all other techniques evaluated. For details see technical report No. NA-67-13 (RD-67-50) "Evaluation of Economical Visual Approach Indicators," December 1967.

NEVER SAY 'NO' WITHOUT SAYING WHY . . . Richard S. Stadden, Flight Standards division, Western Region, has submitted an employee suggestion for improving service to the public. FAA has adopted his suggested slogan, "Take time -- never say 'no' without saying why," and has forwarded it to DOT for possible Departmentwide implementation. In commenting on the suggestion, General McKee stated: "Mr. Stadden's suggestion points up a very important aspect of improving our service to the public. We would all do well to adopt his slogan personally. Each time someone in public service responds to a taxpayer's request with a curt "no" without giving any reason for the disapproval, the stature of all public service is that much diminished."

NOMINATIONS MADE FOR CAREER DEVELOPMENT PROGRAMS . . . William G. Shreve, Jr., chief, aircraft programs division, Flight Standards, Washington Headquarters, and Richard J. Alfultis, chief, personnel and training division, Pacific Region (alternate) are the agency nominees for the Princeton University educational program for federal officials at mid-career. The University's Woodrow Wilson School is organized to enable the mid-career official to enlarge his knowledge in particular disciplines, and to relate his field of specialization to the broader concerns of government and to the interests of the total society. Final selection of participants will be announced by April 15 . . . Nominees for the Education Program in Systematic Analysis are Kenley Chambers, budget and management analyst, Houston Area Office, and Arthur J. Hayes, Jr., aerospace engineer, Western Region. If selected, they will receive a year's training at a selected university under the auspices of the National Institute of Public Affairs.

RULEMAKING SUMMARIZED . . . During the week ending February 6, the FAA issued Notice 67=51A extending until March 5, 1968, the time within which comments on Notice 67=51, proposing to revise the criteria for fuel jettisoning systems, will be received for consideration by the Administrator; and Notice 67=44A extending until February 16, 1968, the time within which comments on Notice 67=44, proposing several interrelated design, maintenance, and operation rules concerning critical components of rotorcraft, will be received for consideration by the Administrator.

During the week of February 7-13, the FAA issued Amdt. 21-20, effective March 17, 1968, to add performance standards, and permit more persons to qualify, with respect to the airworthiness inspection conducted on certain aircraft by private persons prior to the Administrator's inspection for the issue of an airworthiness certificate for such aircraft; and Amdt. 91-51, effective March 16, 1968, to prescribe revised weather minimums for VFR operations more than 1200 feet above the surface and at or above 10,000 feet mean sea level. Also issued was Notice 68-2, proposing to delay by two years the automatic reversion provided in the Federal Airport Act as now implemented in FAR § 153.13(b) so that it would operate five instead of three years after conveyance, but also proposing to introduce a right of the Administrator, exercisable one year after conveyance, to enter upon and repossess any portion of the property conveyed not developed for airport purposes (comments due before March 19, 1968).

SAFETY EDUCATION SERIES FOR GADO'S ONLY . . . The three film Safety Education Series ("The Launching of Alva," "The Right Time to Fly," "Once Around the Pond") announced in a recent issue of INTERCOM will not be available to the general public through the Film Library as announced. The films are designed for the use of FAA's General Aviation Inspectors in their meetings with the flying public and will be shipped directly to GADO's when available. Therefore, requests already made to the Film Library cannot be filled.

FA CLUB SELLS FIRE EXTINGUISHERS . . . The FA Club will take over the sale of the fire extinguishers formerly sold by HQ-140. The extinguishers will be available to all FAA and Office of the Secretary personnel. A catalogue and sample extinguisher are on display in the FA Club office, room 115. All orders for the extinguishers should be placed with the club.

BACK TO SCHOOL DAYS LAUNCHED . . . Agency employees who may wish to participate as observers or as resource personnel in the jointly-sponsored FAA/National Aerospace Education Council/University of Maryland Saturday aerospace seminars should contact Robert O'Neil, GA-20, ext. 25333. Fifty area teachers are currently enrolled in the program. Tuition for the three credit course is paid by the Aero Club of Washington which has a membership composed of over 500 industry and Government aviation leaders.

EXECUTIVE APPOINTMENT ANNOUNCED . . . Murray E. Smith has been named to the post of chief, facility systems branch, environmental development division, R&D. A veteran of 15 years of Federal service, Smith formerly was chief, architect-engineering section, SRDS.

AWARDS AND REWARDS . . . Quality Within-Grade Pay Increases awards were recently presented to Airports Service personnel Louis Million, Patricia Benedict, Gloria Siebert, Anna Sudol and Antonio Elleni.

FAA TOASTMISTRESS CLUB INVITES MEMBERSHIP . . . All ladies interested in improving their public speaking ability and in broadening their cultural horizons are invited to attend a meeting of the FAA Toastmistress Club. Meetings are held on the first and third Tuesday each month in Room 612A, at 5:30 p.m. The next meeting will be held on Tuesday, February 20. Further information can be obtained from Mrs. Dorcus Glascoe, ext. 26172.

NOMINATIONS MADE FOR NATIONAL CAPITOL AWARD . . . Robert L. Krick, aerospace engineering division, SST, and James E. Dougherty, chief, airframe branch, engineering and manufacturing division, Flight Standards Service, are the agency's nominees for special recognition during Engineers Week this year. To be eligible for the award, candidates must be employed in the Washington metropolitan area and must have a notable achievement or professional career.

IN MEMORIAM . . . Miss Anna Sickles, who served as a procurement assistant in the NASPO procurement division, died suddenly on January 28. She had been in government service 21½ years, the last 14 of which were spent with FAA. Hilton Taft Hendrix, security investigation official, suffered a fatal heart attack February 7 at George Washington University Hospital. A former U.S. Naval Reserve Officer, Hendrix joined FAA in 1960 after serving in Denver as assistant chief, investigations division for the CSC.

I CANNOT TELL A LIE . . . Remember Thursday, February 22, George Washington's birthday, is a holiday for Federal employees.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

68-15 April 8, 1968

APR 16 1968
William F. McLean
Section Administrator
BY 0104

PLAN FOR HIGH DENSITY TERMINAL AREAS OUTLINED . . . The agency is considering additional regulatory and procedural actions for improving safety and relieving traffic congestion in airspace surrounding the nation's busiest hub airports. Representatives of the major airspace user groups and the military services were asked for comments on the proposals by April 7. To minimize pilot reliance on the "see and avoid" principle and to eliminate "unknowns" -- pilots not in contact with the ATC system -- the agency plans to establish a special high density terminal airspace environment around the major hubs. The airspace would be configured in three tiers and have a top of 10,000 feet. In this way both IFR and VFR aircraft would be contained in an environment which is totally controlled and from which unknown traffic is eliminated by regulation. IFR traffic would operate essentially the same as in today's system, although some changes in climb-out and descent procedures would be required. VFR aircraft, destined for the major airport, would be required to enter the designated airspace at specified entry points similar to those used by IFR aircraft. VFR aircraft would have to be equipped with a VOR receiver and be able to communicate on listed air traffic control frequencies. Further, no student pilots would be able to land or depart the major hub airports, and VFR traffic would not be permitted without a 1,500 foot ceiling and three miles visibility.

V/STOL CONFERENCE CONDUCTED . . . Over 200 people from industry, military organizations and government agencies attended FAA's four-day meeting held April 2 - 5 to discuss tentative airworthiness standards proposed by FAA for transport category aircraft of the V/STOL (vertical and short takeoff and landing) type.

COMMENTING ON ATC DRAFT STANDARDS AND FAA GUIDELINES . . . When the Civil Service Commission ATC draft standards and FAA guidelines were sent to the Regions and to ATC facilities, they were transmitted with a memo which set up an efficient and comprehensive system of getting meaningful comments and thoughts to help develop a final set of effective and reasonable standards. To assure that comments are given the care and weight they deserve, it is requested they be submitted in accordance with the transmittal memo of March 23, through your facility chief and the Area Office, on up through the Regional Office, and finally to Washington. Comments submitted in this systematic way will be given full consideration in an orderly manner and will speed the development of a body of standards compatible with today's air traffic environment.

NEW DOT FLAG RAISED . . . In a ceremony April 1, commemorating the first anniversary of the Department of Transportation, Secretary Alan Boyd raised the new Departmental flag for the first time. In his address to the assembled DOT officials and employees, Secretary Boyd commented, "To my mind the single most important contribution that has been made to the Department of Transportation in the last year has been the magnificent support which we have received from General McKee and the FAA from the top to bottom . . . we in the Office of the Secretary owe a tremendous vote of thanks to General McKee and his staff."

MILES CITY, MONT. GETS NEW FSS CHIEF . . . Eldon Long, Billings, Mont., has been selected as the new chief of the Miles City, Mont. FSS. He succeeds Lloyd Travis, who is retiring after 41 years of government service.

PACKAGE WRAPPING MADE SIMPLE . . . For secure and economical wrapping and packaging of mail, select packaging tape adequate for the job. Use gummed kraft paper tape for general packaging and reinforcing heavily loaded envelopes. Use filament reinforced pressure sensitive tape for heavy packages and bundles needing the extra protection. Tape is rarely necessary on envelopes that are adequately secured by mucilage on the flap.

TRACON C EQUIPMENT BIDDERS' CONFERENCE SET . . . A bidders' conference to discuss agency procurement of equipment for the automation of terminal radar approach control (TRACON) facilities serving major airports will be held April 9 and 10 in Atlantic City. More than 60 terminal radar facilities eventually are scheduled to receive this equipment. It will provide air traffic controllers with automated radar display of aircraft identification and altitude in the form of alpha-numeric data tags. In addition, it will provide aircraft ground speed, automatic tracking of beacon targets and many other features designed to ease controller workloads. The conference is being held at Atlantic City so that prospective bidders will have an opportunity to observe alpha-numeric displays and other test equipment undergoing evaluation at NAFEC.

TECHNICAL REPORTS AVAILABLE . . . The agency has released a list of technical reports covering the period from August 1967 through February of this year. Subject areas cover aircraft, airports, air traffic, communications, navigation, weather, etc. Copies of the reports are available from Distributions Operations Unit, TAD-484.3, Washington, D. C. 20590.

WEATHER BUREAU-FAA JOINT RADAR USE ANNOUNCED . . . FAA's long-range radar facilities in Southern California and Nevada, now used primarily for air traffic control, began doing double duty April 1 when they started to be used in weather tracking and forecasting. Under the new program, Weather Bureau meteorologists, stationed at the Los Angeles Center, monitor radar scopes showing data received from radar sites ranging from Paso Robles on the north to Mount Laguna on the south and Las Vegas on the east. These data are interpreted, summarized and transmitted by teletype and facsimile at two-hour intervals to forecast centers for incorporation into forecast warning programs throughout the West.

AIRPORT REQUIREMENT REPORT AVAILABLE . . . The Boeing 747, first of the giant jets, is scheduled to enter service early in the 1970s. The 747 is being designed to operate at existing airports that can accommodate today's large jet airplanes. Nevertheless, because of the 747's great size and weight, some airport modifications may be necessary to retain existing levels of safety, efficiency and convenience. Requirements for the Boeing 747 are delineated in the advisory circular, "Is Your Airport Ready for the Boeing 747?", available from headquarters TAD 484.3.

CHAIRMAN OF WOMEN'S ADVISORY COMMITTEE NAMED . . . Mrs. Betty Miller, decorated by Presidents Johnson and Kennedy for her pioneering achievements in aviation, has been named as the new chairman of the Women's Advisory Committee on Aviation. Administrator McKee made the announcement at the conclusion of last week's committee meeting in Oklahoma City. At the same time, the Administrator named Dr. Miriam Sheldon, Dean of Women at the University of Illinois, as vice chairman.

PACIFIC REGION NAMES EMPLOYEES OF THE YEAR . . . Three FAA employees have been named Pacific Region "Employees of the Year" for 1967, in a program sponsored by the Honolulu Federal Executive Board. They will compete with other Federal civilian employees, headquartered in Hawaii, for Federal Lady Employee of the Year, Federal Male Employee of the Year and Federal Manager of the Year. The employees are Jane Wetoda, Frederick Wong and Leonard Nelson.

BOSTON AREA INTENSIFIES RECRUITMENT . . . Air traffic control recruitment was intensified in the Boston area last month. On March 23, a team composed of P & T and AT personnel, along with three doctors and two nurses, tested applicants. Sixty applicants passed the tests, and information about FAA employment was given to approximately 200 other interested persons.

INSTRUCTORS CLINIC HELD . . . A successful three-day flight instructor's clinic, sponsored by the state of Idaho and conducted by the FAA Oklahoma City Clinic Team, was completed March 14. A total of 93 flight instructors attended the clinic, and 33 revalidated their instructor ratings.

SPECIAL AWARD PRESENTED . . . Joseph Ferrarese, Chief, Operations Division, Flight Standards, Washington, has been presented with a Special Service Award in recognition of his outstanding contributions to the development of the Category II landing system. The award to Ferrarese is based on his pioneering efforts and significant contributions over the past seven years to the development of criteria governing the Category II operations, and the guidelines for the program of demonstrations, training and evaluation required for operational approval.

ESIS/FARE PROMOTIONS AND REASSIGNMENTS ANNOUNCED . . . Selected are: Jess R. Speckart, assistant chief, flight standards, Western Region; Frank Opeka, chief, electro/mechanical, maintenance engineering, SMS, Washington, D. C.; Daniel C. Rogers, chief, maintenance procedures, maintenance engineering, SMS, Washington, D. C.; and Albert F. Christiansen and Melvin E. Schneider, ATC specialists, OIAA, TAD, Saigon, Vietnam.

HELP THE MAIL SERVICE . . . Everyone is requested to make sure that all mail, both outgoing and internal, is marked with the correct office routing symbol. Be sure to notify publishers of periodicals of your correct routing symbol. Further, zip codes must appear on all outgoing correspondence. If you have misplaced your zip code book, you can obtain a replacement by calling ext. 25605. Mail without zip code will be returned to the originating office. Remember, correctly routed and zip coded mail moves faster and more efficiently.

WEATHER RADAR FILMS PRESENTED . . . Two films provided by the Bendix Avionics Division will be presented in conference rooms 5A, B and C on Tuesday, April 9. The first reel of the film, "The Severe Weather Flying Seminar," which deals with the makeup and activity of thunderstorms, will begin at 9 a.m. The second reel of that film will begin at approximately 9:50. The second film, "The Storm Syndicate," which describes the setting up, operational use and interpretation of airborne weather radar, will be shown at approximately 10:40 a.m.

WRITING IMPROVEMENT COURSE BRINGS RESULTS . . . An INTERCOM item was an assignment for the February FAA Writing Improvement course conducted by Nelle Thomas. Of the items submitted, the class chose the following as winner. Showings of the film mentioned will be repeated at 3, 3:30 and 4 p.m. for those interested. As written, here's the selected item:

USING GOBBLEYGOOK? IS THAT ANY WAY TO WRITE A LETTER? . . .

You bet it isn't! For the correct way, see "Who Wrote That," a short but effective film presentation by Connecticut Mutual Life. This timely film will be shown in the auditorium on April 10, at 2:30 p.m., and will be of interest to letter writers and potential letter writers. Any one for a brief, coherent letter? Come one, come all.

MEDICAL EXAMINATION REMINDER . . . All holders of medical certificates are reminded that their certificates must be current if they plan to fly. Please contact Mrs. Yates, ext. 20983, at least six weeks before the expiration date of your certificate to make an appointment. Those who have executive physical examinations are reminded that the interval between examinations is usually 14 to 16, or even 18 months, and not yearly.

POLICE TO SOLICIT FOR BOYS' CLUB . . . While the FAA policy is to limit charitable solicitations to the annual Combined Federal Campaign, the Government, in Washington, does encourage one additional drive. The boys of Washington benefit directly from the efforts of the Metropolitan Police Boys' Club. Secretary Boyd and the CSC heartily endorse the Boys' Club program and GSA opens its buildings each year to the Metropolitan Police to conduct fund raising. The 1968 Boys' Club campaign is now underway. Membership funds are used by the Club to provide recreational and other activities for youngsters six to 18 years of age the year round, plus a summer camp which offers the boys a two-week expense-free vacation each year. Needless to say, the cost of this program is quite high. This year, the goal is \$394,000. Officers from our neighbors, the Fourth Precinct, will be at the cafeteria entrances of our building on April 17. Please help our city's boys.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

68-17 April 22, 1968

FAA Library *William F. McLe*
Administrator

APR 25 1968

1968 Savings Bond Campaign
Acquisitions
Section Hq 610A

Secretary Alan Boyd has announced the opening of the 1968 Savings Bond Campaign. He has requested our wholehearted support in making this year's campaign a success.

Each of you has by now received the Secretary's memorandum which reminds us of the ways in which we benefit from buying and holding Savings Bonds -- not only in a personal way as individuals -- but, in the larger sense, as contributors to the strength and stability of our national economy, and the defense, security and ultimate peace and prosperity of our country.

As FAA Unit Chairman of the Savings Bond Campaign, I strongly endorse Secretary Boyd's remarks. In these times I am sure we all must feel more keenly than ever before how vital is the need for each and everyone of us to reaffirm our commitment to the defense of freedom, to support our Nation's endeavors, and to help in some practical way.

We can achieve this and also build up reserves of savings for ourselves by buying and holding United States Savings Bonds.

I have asked Joseph H. Tippetts, Associate Administrator for Personnel and Training, to serve as the FAA Unit Vice Chairman in this campaign. Please give him your support.

If you are not already enrolled, please join the payroll savings plan, even if only in a small way. If you are enrolled, increase your allotment if at all possible.

I call upon each of you to help. At the close of the campaign this year, I would be very proud to be able to say that all FAA employees are enrolled in the payroll savings plan for the purchase of U. S. Savings Bonds.

William F. McLe
Administrator

NEPOTISM EXPLAINED . . . The Federal Salary Act of 1967 forbids a public official from appointing, employing, promoting or advancing a relative to positions in his agency or advocating such personnel actions. A public official is defined as any supervisor who selects or recommends a specific individual for a position or initiates recommendations for personnel actions. FAA public officials are prohibited from advocating the appointment, employment, promotion or advancement of any relative anywhere in the entire Department of Transportation. FAA's policy of not placing close relatives in positions where one relative may directly or indirectly supervise, control or influence the work of the other relative is unchanged. For the 1968 Summer Employment Program, which includes all temporary jobs that begin after May 12 and end before October 1, certain family restrictions apply. Ordinarily, children of FAA civilian and military personnel may not be appointed to summer positions anywhere in the Department of Transportation. Exceptions to this restriction will be permitted only when (1) the appointment is from the summer employment examination, (2) no other eligible person with the same or higher rating is available and (3) the appointment is proper under agency regulations governing the employment of relatives as contained in PT P 3300.7.

HOW TO SUCCEED IN BUSINESS . . . Once considered a frill, the airplane is now an integral and vital part of the corporate operation. According to the agency, 90 of the top 100 corporations in the United States have their own aircraft. In all, corporations and other business organizations operate some 24,000 aircraft and employ some 26,000 people to fly them. Business aircraft annually account for about one-third of all hours flown by general aviation aircraft and about one-half the total miles flown. These figures raise the question of whether one can succeed in business without really flying.

PACIFIC AIR TRAFFIC UNIT HONORED . . . Regional Director Phillip Swatek has presented the Pacific Region's yearly Unit Award for accomplishments of an extraordinary nature to the Air Traffic Division, for their significant accomplishments in the areas of economy, efficiency and safety. When accepting the award at the weekly regional staff meeting, AT Division Chief Donald Long praised the regional AT organization " . . . without whose high professionalism these accomplishments would not have been possible."

LET THERE BE LIGHT . . . Anyone over 30 will remember the rotating light beacons which once marked the airways of the United States. Most of these gave way years ago to sophisticated radio navigation aids, but some are still maintained by the agency to warn pilots of mountains and other hazards to air navigation. FAA's current inventory shows 46 such beacons in operation nationwide, including one gas (acetylene) light at Reid Mountain in Virginia.

SECRETARIES WEEK . . . It's that time of year again, time to honor the office "VIP." For the 17th year, the last week in April, April 21-27, will be observed as "National Secretaries Week." Wednesday, April 24, is designated as "National Secretaries Day." Take a moment to thank the gal in your office who makes sure you meet planes on time, that letters get in and out as scheduled and generally that the office runs as smoothly as you want it to. And -- "Happy Secretaries Week."

UNUSUAL RETIREMENT REQUEST HONORED . . . When Alfred Hand, former International Policy and Planning Officer, retired on March 29, after 31 years government service, he was honored with a ceremony in the Administrator's office. Hand received a Certificate of Achievement from Deputy Administrator Thomas, a certificate of retirement from Administrator McKee and a check from Charles Cary, Assistant Administrator for International Aviation Affairs. The check represented donations from many of Hand's friends in lieu of the traditional retirement gift. Hand had requested that any contributions be added to a fund he was creating, with a personal donation of \$500, to honor FAA employees for "beneficial international service." The check represented his friends' donations. The award thus established will be presented periodically by the Deputy Administrator or the Assistant Administrator for International Aviation Affairs (or their designees). Hand has suggested that any other retirees so inclined contribute to the fund in lieu of accepting retirement gifts, so that the fund may continue.

AVIATION BRIEFING ATTRACTS EDUCATORS . . . More than 250 junior college administrators and educators from throughout the United States attended a briefing for community colleges in Kansas City April 1-3. The briefing included presentations by Cole Morrow, Special Assistant to the Associate Administrator for Plans; Robert O'Neil, Special Assistant for Aviation Education; and Edward Marsh, Central Region Director. The keynote address was made by former FAA Administrator Najeeb Halaby, now Senior Vice President for Pan American World Airways. The purpose of the briefing was to acquaint junior college officials with the growing need for education and for qualified people in the aviation field.

UP, UP AND AWAY . . . Something's up at the agency of concern to hot air balloonists. New hot air balloon pilot certification standards go into effect on May 10. The new, higher standards are necessary because the operational capabilities of hot air balloons have been greatly increased through the use of airborne heaters. By manufacturing hot air in flight, these devices permit hot air balloons to go higher, stay up longer and travel farther than was previously possible. Under the new standards, for example, students may not serve as pilot-in-command of a hot air balloon equipped with an airborne heater unless they have passed a written test and have had at least six instruction flights (totaling at least six hours) in free balloons. At present, students need only pass a written test before going up, up and away.

HUTCHINSON RADAR UNIT COMMENDED BY AIR FORCE . . . Personnel of the Hutchinson, Kans., Radar Unit were commended by the 30th Air Division for their efforts in furnishing highly reliable radar data for processing to the Sioux City Direction Center. The letters of commendation were based on a record of six consecutive monthly ratings of "Number One" in competition against other sites in the surrounding Air Divisions. The number of consecutive wins established a record throughout the Aerospace Defense Command. Site personnel included in the commendation were: Billy French, Willis Harder, Jack Kelley, William Kritz, Claude Moore, J. Keith Rhoades and Eugene Vierthaler.

MOTION PICTURE CHIEF TURNS AUTHOR . . . John Nugent, Chief, Motion Picture Branch, became first prize winner in the Ski Club of Washington's annual magazine article contest. His story, printed in HORIZONS as "Our Man Who Skis For Your Safety," originally appeared in the ski club magazine under the title "He Skis So You Can Fly." Nugent received a silver cup from the ski club for his literary efforts, and has been paid \$15 by Western Skier Magazine, which will publish his article in a forthcoming issue.

DO IT YOURSELF . . . Beginning Monday, April 29, GSI will initiate a "do it yourself" table clearing system in the employees' cafeterias in FOB 10A. This method is expected to speed service by reducing the delays encountered in waiting for tables to be cleared. The success of this operation depends on the complete cooperation of employees in clearing their tables before leaving, and depositing trays, dishes, tableware, etc., on carts set up for this purpose in designated cafeteria areas.

CALLANAN RECEIVES CERTIFICATE OF ACHIEVEMENT . . . After 23 years Federal service, Anthony "Tony" Callanan, former Chief of Equal Opportunity, Office of Compliance and Security, retired April 1 for physical disability. The Administrator approved a Certificate of Achievement Award, "In recognition of his outstanding dedication, leadership and contributions in the accomplishment of his assignments and program responsibilities, especially in the Equal Opportunity Program."

INTERNAL MESSENGER SERVICE CHANGED . . . As of April 1, internal messenger service on floors one through nine at headquarters was reduced from five trips to four daily. Messengers now depart from the mailroom at 9 a.m., 11 a.m., 1:30 p.m. and 3:30 p.m. for pickup and delivery of mail.

AWARDS AND REWARDS . . . Logistics Service personnel Frank Mascari and Faye Deyerly have been presented with Sustained Superior Performance Awards. Janice Barther earned an Outstanding Performance Rating. National Airspace System Program Office (NASPO) has presented Superior Performance Awards to Marcia Thompson and Stephanie Torma.

CHILDREN'S HOSPITAL BENEFIT TICKETS AVAILABLE . . . The 6th annual benefit baseball game for the Children's Hospital between the Washington Senators and the Minnesota Twins will be held at D. C. Stadium June 6. Tickets are available in the FA Club office, room 115.

ETHEL COHEN TO SPEAK . . . Ethel Cohen, Special Assistant to the Associate Administrator for Personnel and Training, will speak to the American Management Association seminar being held April 22-24. Her address will concern "Development of Computer-Based Personnel Information Systems."

GIRLS -- HOP TO . . . Shed your winter fatigue -- swing into spring. The girls' FAA/OST softball team is now being organized. Practice has begun. A schedule for practice and games is posted in the FA Club room 115.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

William F. McKee
Administrator

68-19 May 6, 1968

STAFFING GOALS BEING MET . . . General McKee has said that he hopes that all regional facilities will reach their goal of 100 per cent staffing by June 30. All areas and regions appear to be well on their way toward meeting that FY-68 goal. Recent employment reports indicate that field operating vacancies are steadily decreasing in the AT, FS and SM specialities. Kudos to all managers and recruiters who are making this possible.

ATCS DRAFT STANDARDS REPORT . . . April 29 was the deadline for all field comments on the tentative CSC draft standards for air traffic control specialists. A detailed analysis of these comments will be made so that it may be presented to the CSC no later than May 22.

SHARE IN FREEDOM CAMPAIGN UNDER WAY . . . In a spirited rally on April 25, Administrator McKee recommended the participation of all FAAers in the 1968 Savings Bond Campaign. On May 3, FAA's five Washington Government Girl Marchers for Savings Bonds: Joann Henshaw; Joyce Pauley; Joan Clark; Jane Stolar; and Carol Bradley, gathered with gals from other agencies to receive banners, payroll deduction cards and leaflets about the campaign. To start the ball rolling, Headquarters enrolled 94 new participants in the first two days of the campaign. Regional, center and HQ area chairmen may obtain information on the 1968 Campaign from Donald Cooney, Chief, Program, Planning and Requirements Division, Washington Headquarters, TR-300.

JENNINGS NOMINATED FOR BROOKINGS PROGRAM . . . William Jennings, Executive Director, Regulatory Council, is the department's nominee for the Brookings Institution Federal Executive Fellowship Program. The program is designed to afford an opportunity for independent study and research for eligible men and women in the career Civil Service.

COMMUNICATIONS SERIES REVIEWED . . . A study of the Communications Series, GS-390, 391, 392 and 393 is now being conducted by the Civil Service Commission. The study is being conducted so that a revision may be made in the associated classification and qualification standards. Part of the review will include a study of FAA networks and circuits along with some supervisory interviews. Future CSC plans call for a visit to the agency's Telecommunications Center in Kansas City, Mo.

AGENCY EMPLOYMENT UP . . . A recent check shows that FAA has 43,932 full-time employees. Turnover is approximately 10 per cent, which means that the agency hires about 4,400 people a year just to break even.

TOP FAAers SPEAK . . . General McKee assisted in celebrating the San Bruno, Calif., Third Annual Aviation Appreciation Week with an address May 2. Emphasizing the importance of aviation, General McKee used the economic impact of the SST program as an illustration of aviation's importance to the world. "The SST program was launched by your government in partnership with the aviation industry to protect a solid, world-wide economic advantage the people of the United States have enjoyed for years." Administrator McKee stated that "through the SST development program, the United States will achieve a technological superiority that will open new endeavors, new industries, new products and new promises to all Americans for years to come." In his address to the Aerospace Medical Association's 39th Annual Scientific Meeting, May 6, Deputy Administrator Thomas reiterated his faith in the aviation industry by saying, "As a pilot, a passenger and an aviation career man, I have always regarded the airplane as a machine with unlimited possibilities. To date, that potential has only been scratched. I cannot imagine that its promise will go unfilled."

PINCHING POSTAGE PENNIES PAYS . . . We will pay the Post Office about \$2 million this year. In the campaign to offset new, higher rates and increased volume, the Southwest Region is the current champion in lowering postage expense. Despite a 20 per cent volume increase, SW has reduced postage by 40 per cent! The region has eliminated most airmail by taking advantage of POD's new overnight airlift delivery at surface mail rates of six cents. In addition, by folding material previously mailed as flat sheets, and using envelopes not larger than 5½" by 11", the region cut postage from 18 cents per piece to six cents. Congratulations to Southwest! Can you add to the \$33,000 they are saving this year?

RULE-MAKING SUMMARIZED . . . During the week of April 24-30, the FAA issued Amendment 61-42 and 121-40, effective May 1, 1968, to change the two-engine-out landing maneuver requirements for pilots of four-engine turbojet powered airplanes. As a result, when a flight instructor certifies to the FAA, that a pilot in command has satisfactorily performed the maneuver during initial flight training under an approved Part 121 training program, the pilot need not perform the maneuver as part of a required type rating test under Part 61. A substitute method of demonstrating the maneuver at altitude or in a simulator may also be continued for required recurrent training and proficiency checks for pilots of Part 121 certificate holders. The FAA also issued Notice 68-10 proposing to authorize the issuance of special purpose flight engineer certificates to qualified holders of current foreign flight engineer certificates issued by ICAO contracting States (Commends due before August 1, 1968).

HIGGINS TO SPEAK . . . Donald Higgins, Equal Opportunity Coordinator, will address the 8th Annual Southwest Conference on Labor, Management and Human Relations on May 9, at the University of Oklahoma, Norman, Okla. The theme of the conference is "Equality of Opportunity and Beyond." Higgins' discussion will concern "Taking Advantage of the Advantages."

ACDO WILL CLOSE . . . The Nashville, Tenn., Air Carrier District Office (ACDO) will close May 18. Capitol International Airways responsibilities will be transferred to the Eastern Region. The Memphis Area Flight Standards Branch will handle the remaining air carrier functions for the Memphis area.

KEEP IT COOL . . . Frederick Wong, Honolulu Area Office, noticed that there was a defect in the wiring design of a VOR delay panel on which he worked. The resulting short circuit made the mounting board catch fire, causing damage to many of the components of the installation. As a result of Wong's Unsatisfactory Condition Report (UCR), a modification in the fuse rating of the system was issued.

TRAVIS RESUMES 24-HOUR OPERATION . . . Travis Field (Savannah, Ga.) Tower resumed 24-hour operation on April 28. The tower has been operating on a 16-hour basis for slightly over a year. Four new after midnight air carrier flights necessitated the resumption of round-the-clock service.

AIRBORNE INERTIAL NAVIGATORS USED COMMERCIALY . . . American Airlines reports success in using the Litton Systems built LTN-51 inertial navigation system in their engineering flight test program. During March they logged 1,239 flying hours of dual inertial system operation in 23 flights over Pacific routes for the Military Airlift Command, flying Boeing 707-385C jet cargo aircraft. Data recently submitted to FAA indicate that engineering certification requirements for routine use of the inertial system are being met. The feasibility of inertial navigation for long distance commercial jet operations was originally demonstrated in test flights sponsored by the FAA during 1963-65 with earlier Litton Systems inertial equipment in a Pan American jet operating over the North Atlantic. Sidney Hirshon, RD, was technical program manager for the latter project.

WASHINGTON CENTER CELEBRATES FIFTH BIRTHDAY . . . Washington ARTCC will celebrate its fifth birthday, which coincides with the advent of National Transportation Week, with an open house at the center May 11 and 12. The center, located one mile east of Leesburg, Va., on Route 7, will be open to the public from 10 a.m. until 5 p.m. both days. There will be a static helicopter display, guided tours of the facility and Junior Controller Certificates awarded to each youngster. Plenty of free parking is available.

MODEL AIRPLANE CONTEST HOSTED BY FAA . . . For the fourth consecutive year, the agency supported the D. C. Recreation Department in their Annual Model Aircraft Building Contest. Hundreds of models were on display last week in the Exhibit Room at headquarters. Deputy Administrator Thomas presented the "Best of Show" award at ceremonies April 27. The contestants, ages eight to 17, were reminded of the importance of completing their education. The annual competition is important in stimulating creative thinking in the aerospace sciences, and exposes the students to the professions open to them in aviation.

NO TRAFFIC PROBLEM EXPECTED . . . The excavation taking place on the west (7th and Independence Ave.) side of the building will not affect the traffic flow in and out of the underground parking lots. The work is being done so that a new 300 kva auxiliary generator can be installed to serve the headquarters building. However, pedestrians are requested to use the east sidewalk until the work has been finished.

AWARDS AND REWARDS . . . Associate Administrator Tippetts presented Sustained Superior Performance Awards to: Ethel Cohen (Outstanding Rating); Thomas Jaenicke (Outstanding Rating); Carol Patrick; and Ann Silvers (Outstanding Rating). Rosa Brannum and Philip Davidoff received recognition for their Beneficial Suggestions. Quality Within-Grade Increases were awarded to Mary Byrne, Joann Henshaw and Mary Ellen Zurenko. Flight Standards Service recently presented Sustained Superior Performance Awards to Arnold Anderjaska, Virginia Fisher and Barbara Kirkpatrick. Quality Within-Grade Increases were awarded to John VanHorn and Elaine Void. The Office of Supersonic Transport Development has granted a Quality Within-Grade Increase to Janet Blagdon. BNCA has awarded Sustained Superior Performance Awards to Selma Cockrell, William Paulett and Jack Ormsbee, and a Quality Within-Grade to John Vanarsdall and John Walsh.

FLYING CLUB TO MEET . . . The FAA Flying Club will hold its annual meeting May 9, from 8 to 10 p.m. in the 3rd floor auditorium at headquarters. The business agenda includes annual election of officers and discussion of proposed constitution changes. Present members and those interested in joining are invited to attend. For further information, contact Bud Tillman, ext. 25365.

WE NEED YOUR HELP . . . Even though the Jan. 31 Blood Mobile campaign here was extremely successful, FAA still needs at least 10 blood donors per week to meet the quota established by the Red Cross. This year, the service or office which donates the largest number of pints of blood will be presented with a certificate from the Red Cross commending the agency for achieving its 520 pint goal. Anyone wishing to donate blood or to inquire about the program may either contact the person in his office or service who is responsible for the Blood Donor Program, or may call Mrs. Jean Keel, ext. 20985.

KNOW ANYTHING INTERESTING? . . . INTERCOM is distributed weekly to the nearly 44,000 employees of FAA. It is our job at headquarters to keep the field informed on the agency. Whenever something of interest: plans, policy, proposed or initiated programs, etc., comes up, write a brief summary and send it to IS-40. The deadline for articles is each Wednesday at noon. We need your input to put out INTERCOM effectively.

FILM TO BE SHOWN . . . In the third floor auditorium on May 13-16, from 11:30 a.m. until 1:30 p.m., the 15-minute film "How About Billy Wilson?" will be presented for all FAA employees in the headquarters building. Sponsored by the Office of Personnel, written by the Office of Information Services and produced by the Office of Headquarters Operations, the film is believed to be the first Equal Employment Opportunity film produced by a Federal agency for the purpose of motivating minority group students to prepare and seek professional and technically oriented jobs.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

FAA Tribune

MAY 14 1968

William F. McLean
Administrator

68-20 May 13, 1968

Acquisitions
Section Hq 610A

ACADEMY CLASSES RESCHEDULED . . . FAA Academy training schedules will be revised so that most classes will start and end during mid-week. The new schedules, which will go into effect June 30, are being established to provide maximum opportunity for students to travel to and from training during normal duty hours. The revised schedules will be issued by the Academy soon.

McKEE APPROVES NEW VALOR AWARD . . . The Administrator has approved a newly designed Valor Award, which in the future will be awarded to FAA employees who perform acts of heroism, either on or off the job. The new award consists of a gold medal with a red and gold ribbon, a rosette and a citation signed by the Administrator. Previously, an Exceptional Service Award, Meritorious Service Award or Certificate of Achievement has been presented for acts of valor.

STUDY NEARS COMPLETION . . . A revised agency draft Classification Guide for Air Carrier and General Aviation Inspector positions in the GS-1825, Aviation Safety Officer Series, has been sent to field organizations for review and comment. The guide provides up-to-date descriptions of work situations and evaluates positions on the basis of current duties and responsibilities. Consolidated regional and center comments are due June 14.

FLY NOW, PAY LATER . . . "Help, I'm in a stolen airplane. I'm lost. And I've never landed an airplane before." This is the gist of a distress call received recently at the Miami Air Route Traffic Control Center. One hour and two minutes after it was received, the pilot of the stolen aircraft landed safely at Key West International Airport, thanks to the assistance given him by the Miami ARTCC, the Navy-operated RAPCON facility at Key West, and the pilot of a twin-engine Piper Apache. By relaying radar vectors provided by the Navy facility, the ARTCC was able to keep the stolen aircraft in the vicinity of Key West until the Apache picked it up and led it to the airport. On the way, the pilot of the stolen aircraft received a short course in the fine art of landing an airplane from the Apache pilot. He proved to be a quick learner, and on his second try made a creditable landing at the Key West Airport to the applause of local law enforcement officers who were waiting to meet him.



U.S. Savings Bonds,
new Freedom Shares

FAAer's SON WINS DFC . . . Capt. David Thomas, son of Frank Thomas, Chief, Management Analysis Division, OMS, a former Navy pilot, has been awarded the Distinguished Flying Cross. Captain Thomas, who flies an O-1A "Bird Dog" with the First Aviation Brigade in South Vietnam, received his award for spearheading the rescue of a special forces unit pinned down by a superior enemy force.

IT'S A MAN'S WORLD . . . Sixty-five years after the Wright Brothers developed the airplane, women are still a definite minority group in aviation. Latest FAA figures show there are only 23,659 active women pilots in the United States -- less than five per cent of the national total. As of January 1, there were 13,173 women rated as student pilots, 8,775 as private pilots, 1,479 as commercial pilots, 57 as airline transport pilots and 175 with other (rotorcraft, glider, lighter-than-air) ratings.

GROOVIN'. . . Frequently, the most difficult problems have the simplest solutions. Take, for example, the problem of hydroplaning which sometimes confronts pilots landing on rain-slick runways. Water builds up under the aircraft tires, producing a hydroplaning effect which interferes with braking during landing rollout. One solution to this problem, developed by the British and first implemented on an operational runway in the United States by the agency, is to cut transverse grooves in the runway surface to drain off excess water and prevent hydroplaning. Three U. S. civil airports already have applied this technique -- Washington National, Kansas City Municipal and New York Kennedy International -- and other airports are reported to be interested in it as well. The size and spacing of the grooves vary from airport to airport. However, those at Washington National are one-eighth inch deep, one-eighth inch wide and spaced one inch apart.

ESIS/FARE SELECTIONS . . . Recent promotions and reassignments include: William A. Croyle, Chief, Financial Reports and Analysis Branch, Accounting Programs Division, OMS, Washington, D. C.; Wilbur Mathias, Chief, Management Information Systems Branch, Information and Statistics Division, OMS, Washington, D. C.; and John J. Byrnes, ATC Specialist, OIAA, Technical Assistance Division, Saigon.

RULE-MAKING SUMMARIZED . . . During the week of May 1 - 7, the FAA issued Amdts. 21-21 and 91-53, effective June 6, 1968, to provide for a classification of special airworthiness certificates that includes restricted, limited, provisional, and experimental certificates and special flight permits; to expand the purposes for which experimental certificates and special flight permits may be issued; and to provide, in Part 91, the operating limitations applicable to aircraft having experimental certificates.

COMING UP . . . In FAA HORIZONS read how to come down under zero-zero conditions with the C-141 all weather landing system. Speaking of equipment, learn how FAA personnel are establishing a "dynamic duo" -- an unbeatable controller/computer combination. On the subject of winning or losing, reacquaint yourself with what you may and may not do politically in this exciting election year. And remember, if you have any suggestions for interesting HORIZONS articles, send them to your regional public affairs officer.

RULES OF THE ROAD . . . The rules governing right-of-way in the air are similar to those in effect on the high seas where sail generally takes precedence over steam. Under FAA regulations, a balloon has the right-of-way over every other category of aircraft. Next in the order of precedence are the glider and the airship. In addition, an aircraft towing or refueling another aircraft has the right-of-way over all other engine-driven aircraft.

FORE! . . . The Federal Aviation Club starts its first round of sponsored golf Friday, May 17, at the Falls Road Golf Course. Starting times may be reserved in the FA Club Office, Room 115.

CARPOOL LOCATOR BOARD TO BE UPDATED . . . The Office Services Division plans to update the entire carpool locator board to assist employees in forming carpools or joining existing carpools. All cards and locator pins now posted will be removed on May 20. Employees who now have current cards on the board should remove them prior to the clearance date and repost them on or after May 21. All information on the cards should be updated before reposting.

ARE COURTESY COPIES NEEDED? . . . Over 150,000 Washington courtesy letterheads are used yearly and 200,000 regular letterheads. Courtesy letterheads cost the agency \$1,000 yearly, plus needless handling, assembling and filing expense. The courtesy copies are required only on a few special letters which are described in the Correspondence Manual. Use letterhead courtesy copies only when required.

DAVIDOFF SPEAKS . . . Philip G. Davidoff, Compensation Division, Office of Personnel, participated in the Public Personnel Association Eastern Regional Conference held last week in Baltimore. Theme of the conference was "Implications of Social Change on Public Personnel Management." Davidoff presented a paper titled "The Need for Balance - A Challenge to Personnel Concepts."

IT'S NOT HOW LONG YOU MAKE IT . . . The longest civil airport runway in the Free World is believed to be in Salisbury, Rhodesia. Scheduled for completion in the near future, it will be 15,500 feet in length. The longest runway in the United States, according to agency records, is the 14,572 foot strip at JFK.

FREQUENCY MANAGEMENT ENGINEERS CITED BY DOT . . . For their valuable contribution in assisting the Office of the Secretary establish its Office of Telecommunications, Charles D. Innes and Frank S. Kadi of the Frequency Management Division, SRDS, were singled out for commendation by Donald G. Agger, Assistant Secretary for International Affairs and Special Programs, in a letter to Administrator McKee. They were assigned to the DOT on special detail between August and December 1967. Deputy Administrator Thomas added his personal expression of appreciation in letters to the two engineers.

RAISE THE "BLUE FLAG" AND HOLD IT . . . That's the goal 10 pretty DOT "DeeLovelies" urge for Washington Headquarters, by getting at least 90% of all employees to pledge regular buying of Shares in Freedom through the Payroll Savings Plan. On Friday, May 3, the patriotic misses joined hundreds of other G-girls in a downtown auditorium to pick up their colorful sashes, kits and pledge cards and to hear singer Eddie Fisher vocally change a line in "Pennies From Heaven" to "Trade Your Pennies For A Share in Freedom." The campaign should wind up in mid-June, according to Don King, LG-1 who is Area Chairman for Washington. He stressed that, "Bonds bought privately lessen the problem of inflation." Well done and thanks for a comely kick-off to: Joann Henshaw, Office of Personnel; Virginia Baker, Office of the Secretary of Transportation; Jane Stolar, Office of Development, SRDS; Joan Clark, Flight Standards; Paulette Trovis, DOT Public Information; Carol Bradley, Bureau of National Capital Airports; Carole Gallagher, Federal Railroad, BRS; Joyce M. Pauley, AD-2; Joann Deskevich, FRS; and Sadie Edwards, FRA. Now how about getting in your pledge card!

WELCOME TO FAA . . . Georgia Ferlazzo, Regulations and Codification Division, GC; Carol Ryan, Management Support Staff, SM; Harold Smith, Maintenance Division, CA (WNA); Edwin Harrison, Maintenance Division, CA (IAD); Ella Hancock, Equal Opportunity Division, CS; Robert Moyers, Maintenance Division, CA (IAD); Frederick Botz, Accounting Programs Division, MS; Margaret Evans, Engineering and Manufacturing Division, FS; and George Basarab, Maintenance Division, CA (WNA).

YELLOW PAGES AVAILABLE . . . The new Washington Yellow Pages are now available on the B level garage, near the GSA store. Each office and service may obtain directories at this location until June 3.

USING THE MADISON AVENUE APPROACH . . . A simple but unique display on the seventh floor main corridor recently evoked its intended response. A piece of plastic tubing inserted between a turnip and a serum bottle, strategically arranged within a shadow box artfully constructed of illustration board, read: "Since you can't (get blood out of a turnip) . . . won't YOU GIVE some?" Thursday, April 25, was SRDS blood donor day, and the exhibit spurred response to the tune of more than a dozen donors. Marvin Yost, RD, was the advertising genius -- he's the only man we know who can really get blood out of a turnip!

AWARDS AND REWARDS . . . The following awards have been presented to agency personnel recently. Quality Within-Grade Pay Increases: George Hadorn, SRDS; Jane Morris (outstanding), SRDS; Veronica Barnas, AS; Gerald Crosby, AS; Angela Ferrari, AS; Lamar Guthrie, AS; Donna Johnstone, AS; Hilda Salla, AS; Phyllis Vallario, AS; Joseph Shepherd, SM; and Rosemary Smith, SM. Sustained Superior Performance Awards: Neal Blake, SRDS; John Schultz (outstanding), SRDS; Patricia Lube (outstanding); SRDS; Aughtie Hawkins, AS; and Mary Baum, SM. Certificate of Achievement: Raymond Jirikowic, SM. Length of Service: Max Bard (15 years), AS. Beneficial Suggestion: William Gavan, PN.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

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William F. McLean
Administrator

THOMAS DISCUSSES AVIATION SAFETY. . . Deputy Administrator Thomas will participate in the 30th annual meeting of the Aviation/Space Writers Association Tuesday, May 21. As a member of the panel on "The Challenge Ahead in Aviation Safety," Thomas will discuss air traffic control requirements for the future. The sessions are open to the press and a question and answer period will follow the presentations.

GI HOME LOAN CHANGES OUTLINED . . . Certain changes in VA guaranteed loans became effective May 7. They are:

1. The maximum amount of loan guaranty is increased from \$7500 to \$12,500.
2. The VA is authorized to pay for correcting building defects in mortgaged homes.
3. The restriction on purchase price (but not the loan) of the mortgaged property is removed.
4. Adjustments in the interest rate are allowed.

All of these changes are quite technical and require experts to interpret them. Eligible veterans should contact the Veterans Administration for more detailed information if they are considering a VA guaranteed loan to repair or purchase a home or farm residence.

SAVINGS BOND CAMPAIGN PROGRESSING . . . At the end of the second week of the campaign, FAA bond and bond/share combination buyers had increased by 779, raising total agency participation from 32,657 to 33,436 and percent participation from 74.4% to 76.2%. The following table shows how Washington Headquarters, regions and centers are doing thus far in the campaign:

Location	HQ	NA	AC	EA	SO	SW	CE	WE	AL	PC	EU
New participants since 3/31/68	302	37	13	83	35	126	49	85	37	10	2
% overall participation	76.8	68.0	92.5	72.1	75.9	79.8	78.8	69.5	78.4	74.7	65.3
% enrolled of those not participating on 3/31/68	25.8	7.4	4.6	3.7	2.4	11.2	3.6	3.6	9.5	2.7	3.9

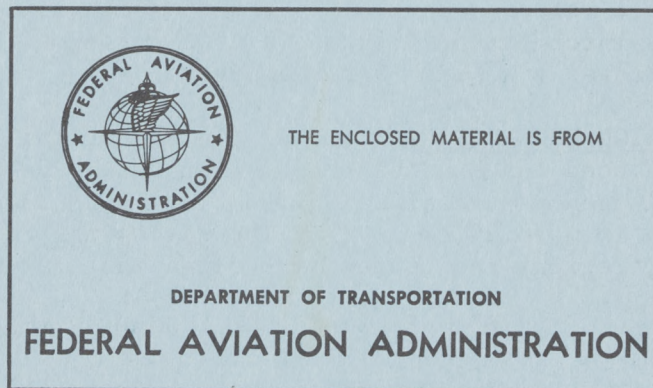
RECRUITMENT CONTINUES . . . All regions continue to make steady progress towards the June 30 goal of 100 per cent staffing in field operating positions in Air Traffic, Flight Standards and Systems Maintenance. The latest figures show that AT is up 576, FS up 37 and SM up 142. Full-time permanent positions filled as of May 10 amounted to 44,040.

NTSB VACANCY ANNOUNCED . . . The National Transportation Safety Board is seeking qualified applicants for the position of Director, Bureau of Aviation Safety, GS-1815-18. If you or someone you know wishes consideration, a current SF-57 should be sent directly to Employment Branch, HQ-150, Washington, D. C. by May 30.

ESIS/FARE SELECTIONS . . . Recent promotions and reassignments include: Charles M. Demaree, Assistant Chief, Flight Standards Division, Western Region; Van V. Schulze, Chief, CAAG, OIAA, Bangkok, Thailand; and August E. Weninger, Aviation Operations Inspector, EAME, Brussels.

AFGHANISTAN VISITOR TOURS REID-HILLVIEW . . . Matin Kakar, of Afghanistan, visited the San Jose Sector April 26 to obtain information on the Reid-Hillview solid state tower. William Buck, of the Communications Unit in the SFO Area Office, assisted by providing data on sources of equipment, operational characteristics and service experienced during the six months the tower has been in operation. Kakar noted that this tower concept seemed to have great potential for use in his country.

HANDY TRANSMITTAL FORM AVAILABLE . . . FAA Form 1360-16, a small folding transmittal slip requiring no writing, is now available in the GSA retail store and in the FAA depot for field use. This form has been found to be very useful in the dispatch of printed material to persons outside the agency. Its use, in many instances, can eliminate the preparation of a more formal transmittal document and at the same time identify the source.



ADMINISTRATOR TO ADDRESS AERO CLUB . . . General McKee is slated to address the Aero Club of Washington at its May luncheon, Tuesday, May 28. He and the program's participating sponsors will present bronze plaques and \$500 cash awards to winners of the FAA Aviation Mechanic Safety Award, L. Dean Webster and Robert M. Garmon. FAA employees interested in attending may contact Nancy Koplinka, ext. 25568. Tickets are \$4.50.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

FAA Tribune

MAY 29 1968

William F. McLean
Administrator

68-22 May 27, 1968

Acc. Actions

Section Hq 610A

FAA SUBMITS COMMENTS ON ATC STANDARDS . . . The agency's comments on the classification and qualification standards for the air traffic control series have been forwarded to the Civil Service Commission. Prior to submission, air traffic control specialist and personnel specialist panels were convened in the contiguous regions and Washington Headquarters. These panels gave careful consideration to the comments received from individual controllers and facilities. Our appreciation is extended to the panel members, facility chiefs and all air traffic controllers who made contributions to improve many features of the draft standards. We do not have any indication from the CSC when the standards will be published, but we will continue to keep you informed as progress is made.

THOMAS, CSC CHIEF TOUR FACILITIES . . . Deputy Administrator D. D. Thomas and the Chairman of the Civil Service Commission, John W. Macy, Jr., visited FAA facilities in Chicago, Dallas and Oklahoma City last week as part of a program to acquaint the CSC Chairman with current agency activities.

1968 PAY RAISE PROSPECTS OUTLINED . . . Recent press articles speculated that the July pay raises provided by the Pay Act of 1967 for classified (GS) employees might be delayed. However, information provided the Office of Personnel reveals there is no formal action now pending in Congress to delay the July pay raises. The proposed increases should be effective on July 14 in FAA after approval by the President. The March 11 INTERCOM printed the proposed rates.

TRADE, CRAFT PROGRAM NEARS COMPLETION . . . The CSC is making an all-out effort to meet its July 1 deadline for implementing the Coordinated Federal Wage System. This program will insure that trades and crafts employees performing similar work in the same local wage area will receive the same rates of pay in all Federal agencies.

SAVINGS BOND CAMPAIGN CONTINUES . . . At the end of the third week of the drive, employee participation had increased from 32,657 to 33,921, for a percentage rise from 74.4 to 77.3. This represents 1,264 new participants, only 11.2 per cent of the 11,190 who were not participating on March 31. We still have about 9,926 employees who are not participating in this program. To reach the 90 per cent goal for FAA, we have to enroll about 5,541 more people. There are still four weeks to go. Let's go.

BOYD PRESENTS LEGISLATION . . . Transportation Secretary Alan Boyd transmitted two bills to Congress last week. An airport development bill would, if passed by Congress, establish a one billion dollar loan fund and a \$100 million grant fund for airport development. The other proposed bill would increase the tax on fuel used by general aviation and would increase from five per cent to eight per cent the tax on passenger tickets and impose an eight per cent tax on air freight waybills. The latter bill was initiated in response to the President's statement: " . . . The Nation's air traffic control system improvement will require large additional outlays of Federal funds for investment and operations. Those who will benefit most from such expenditures, 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. I do not believe the general taxpayer should be asked to shoulder this burden."

ESIS SELECTIONS . . . The following employees were selected for positions through ESIS: Warren F. Ottinger, Chief, NASPO Field Site Office, Washington ARTCC; John A. Dufficy, Assistant Chief, Airports Division, Eastern Region; and George H. Carr, Chief, Logistics Plans, Policies and Standards Branch, Logistics Policy and Systems Division, Logistics Services, Washington, D. C. Correction to May 14 announcement: Charles M. Demaree, Assistant Chief, Flight Standards Division, Western Region should have read Pacific Region.

MACKEY ADDRESSES EXECUTIVES . . . During a recent address to the American Association of Airport Executives in Philadelphia, DOT Assistant Secretary Mackey noted, "In the midst of this battle for the increasingly scarce Federal dollar, I think it only sensible if those of us who are concerned with aviation recognize that there will be no golden days of Federal abundance to provide easy solutions to our problems. The likelihood is that in the future it will become extremely difficult to obtain Federal assistance for airport or airways development except on a basis of full recovery of costs from the users. And maybe not always even then. The conclusion by those of us in aviation or transportation that greater Federal financial aid is 'warranted' or 'needed' is not, in and of itself, going to be persuasive for we will only represent one of many types of claimants on the Federal tax dollar. Given the multiplicity of urgent civilian demands, it is only wise to anticipate that aviation cannot in the future expect the same kind of Federal financial treatment it has received in the past."

FRETS PRESENTS AWARDS TO YOUNG SCIENTISTS . . . Joseph Frets, Public Affairs Officer, Central Region, has presented certificates to the three young winners of FAA awards during the International Science Fair held recently in Detroit. Frets served as chairman of the FAA judging committee composed of John Carran, Dr. J. J. Cahill and Ramon D. Belshe. Awards were presented in three categories: aviation medicine, aircraft engineering and design and aviation electronics. Besides the award signed by General McKee, the three youths will be given tours of FAA facilities near their homes.

AIR TRAFFIC CHIEFS MEET . . . A joint meeting of the regional Air Traffic Division Chiefs and Washington Air Traffic Service/Division Chiefs was held in Washington on May 15 - 16. The conference, the first of its kind held since 1966, was considered to be most constructive in light of the problems which have arisen in the interim. The main theme of the meeting was "the need for consistency" in the handling of matters which occur in air traffic's pursuit of the goal of safety in air transportation.

RULE-MAKING SUMMARIZED . . . During the week of May 8 - 14, the FAA issued Notice 68-11 proposing to implement section 4(f) of the DOT Act by adopting a new FAR Part 17, "Projects Affecting Public Parks, Recreational Areas, Wildlife Refuges, or Historic Sites" (comments due before July 12, 1968); and Notice 68-12 proposing to discontinue generally the issuance of "True Light Certificates," to revoke most of those certificates, to terminate most applications for those certificates, and to provide a means to ensure the acceptable operation of aircraft lighting installed with a FAAP grant (comments due before June 22, 1968). During the week of May 15 - 21, the FAA issued Amdt. 91-54, effective July 1, 1968, to state certain of the conditions under which a foreign civil aircraft may be operated in the United States without a currently effective airworthiness certificate. The FAA also withdrew Notice 66-38 that proposed to reduce certain record retention periods for holders of Part 121 and 127 operating certificates.

COMPUTER OPERATORS TO BE RECRUITED . . . Current planning calls for a minimum of five computer operators, GS-332-7, at each NAS Stage A Center. Requirements for the positions include experience on the IBM 9020 or IBM 360, preferably the Model 50. CSC, aware of the shortage and keen competition for computer operators, is developing a comprehensive examining plan which should be implemented this fall.

HAVE YOU HEARD THE ONE ABOUT? . . . There are many "tall tales" around aviation, and the recent assist from the Houston Center may join these great stories of aviation. On May 4, Baton Rouge approach control received a telephone call from a ham radio operator who said he was in radio contact with an aircraft via Citizens Band Radio, emergency channel nine. He reported that the aircraft was low on fuel and the pilot was uncertain of his position, the last known position to be over Independence, La. Using normal lost aircraft procedures and working through the ham, Houston Center located the aircraft and vectored it to the vicinity of Ryan Airport, Baton Rouge. The pilot landed safely at Baton Rouge Downtown Airport. It was later learned that the pilot had contacted the ham with a walkie-talkie set, the only operative radio aboard the aircraft during the emergency.

STUDENTS TOUR 'WASHATERIA' . . . Thirty students from the sixth grade toured the Anchorage Center recently and were deeply impressed by the clean operation they saw. In fact one tyke, regarding a scope at one of the radar positions, was overheard telling his buddy that his mother had a machine that looked like "that one there," but she put her dirty clothes in it.

CANDIDATES SELECTED FOR EDUCATIONAL PROGRAM . . . Kenley Chambers, Houston Area Office, and Arthur Hayes, Aircraft Engineering Division, Western Region, have been nominated by the agency and Department and approved by the National Institute of Public Affairs and the respective universities for participation in the Educational Program in Systematic Analysis. Chambers will attend MIT and Hayes the University of California.

COUNSEL AIDS YOUTH . . . FAA personnel are always eager to lend a helping hand. Lawrence Smith of General Counsel is no exception. During the civil disturbances which occurred in Washington early last month, Smith volunteered his services as a lawyer to a North Carolina youth for dismissal of the charge, Smith helped the youth gain admittance to a job training program sponsored by the Washington Board of Trade. While learning a profession, the young man earns \$1.60 an hour, and he is assured a job when he completes his training.

FAA NIGHT WITH THE SENATORS . . . The FA Club-sponsored "FAA Night Twi-Night Double Header" will be held on Friday, June 7. The Washington Senators play host to the Minnesota Twins at the D. C. Stadium. The tickets, discounted to \$1.00, are available in the FA Club office, room 115.

LUNCH AND LEARN . . . The Wednesday "sack lunch lecture" at the Smithsonian Air and Space Museum, May 29, at 12:00, will be presented by Roger Flynn and William Gossnum. The subject of the talk will be the "Dispersal of Warm Fog at Airports."

EEO INFORMATION AVAILABLE . . . The FAA Headquarters' library has acquired representative publications relevant to Equal Employment Opportunity programs. Specific publications are announced periodically, in the monthly "Library Acquisitions and Service." In addition, a small collection of pamphlet material is available in the library. A more comprehensive collection of EEO publications is available on inter-library loan from the CSC library.

TRANSPORTATION HISTORY BOOKLET AVAILABLE . . . Dr. John Daily, Special Assistant for Psychology, OAM, has published an illustrated booklet, "Transportation Long Ago," which deals with the history of all aspects of transportation. The booklet is available in the FA Club office, room 115.

THE WAY IN . . . Only authorized personnel are permitted in the loading area on the east side of the building. In addition to the narrow cement steps without railings, the loading platform is frequently cluttered with cartons and carts, and trucks and automobiles are often in the driveway. This combination creates an extremely unsafe passageway. Employees are urged, therefore, to enter the building only via the Independence Avenue or C Street entrances.

SUGGESTION FILM TO BE SHOWN . . . Mid-day Matinee will feature "What's the Big Idea," a 20-minute film about the employee suggestion program. This film will be shown every 30 minutes in the third floor auditorium from 11:30 a.m. until 1:30 p.m. daily, June 12, 13 and 14.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

21163
FAA Library

3700
William F. McLean
Administrator

May 29, 1968

JUN 26 1968

SPECIAL EDITION

Section Hq 610A
IF BUSES "DON'T GO" MONDAY . . . Should current bus company negotiations break down, it is possible that there may be no public transportation available next Monday morning. Many of our employees regularly utilize the D. C. Transit System in traveling to and from work and will need assistance should a transit strike materialize.

During the next several days, all employees are urged to make special arrangements to join existing car pools. Where this is not possible, contingency arrangements should be made with fellow employees and neighbors to provide for transportation during the emergency.

The following locations == which have now been marked on the agency's Car Pool Locator in the A level garage -- will be available for free fringe parking:

1. D. C. Stadium Parking Lot
2. Carter Barron Fringe Parking Lot - 16th Street & Colorado Ave., N.W.
3. Soldiers Home Fringe Parking Lot - Michigan Avenue & Irving St., N.E.
4. South Capitol Street Fringe Parking Lot - South End of South Capital Street Bridge at Firth Sterling Avenue
5. Columbia Island Fringe Parking Lot - George Washington Memorial Parkway West of the 14th Street Bridges

These areas could well serve as prearranged meeting places for car pooling. In addition, any car having passenger room and enroute to work or driving by the fringe parking areas might thoughtfully identify its destination as FAA-Independence Ave. Tape a sign to the lower right-hand corner of your windshield -- it might help a fellow employee seeking transportation. A similar sign, hand-held in fringe parking areas or along the way on normal routes to work, would identify those seeking rides to this area.

Suitable signs will be available Wednesday afternoon and Friday at the receptionist desk in the lobby as well as in the A and B level garages.

INTERCOM

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

FAA Library

JUN 7 1968

William F. McKee
Administrator

68-23 June 3, 1968

ACQUISITIONS
Section No. 610A

ADMINISTRATOR DEFINES MANPOWER, AIRSPACE PROBLEMS . . . "As complex as the problem of airports and electronics is, there is another problem that worries me more than the problems of concrete and hardware. That problem is an adequate number of trained people." With this introduction to the staffing problems facing FAA, General McKee told the Aero Club of Washington his views on the challenge facing the airspace industry. The Administrator told the group that even now, in a continually expanding system, experienced controllers are working six-day weeks, and are frequently held over for 10- or 12-hour shifts when traffic is piled up. Controllers are often forced to delay traffic, when seemingly the delay could be avoided.

McKee emphasized that, "the FAA will never criticize a controller for delaying traffic if he so much as thinks safety may be involved. To the contrary, he can never explain why he expedited a flight if he compromised safety in any way. Nevertheless, we are almost daily breaking traffic count records -- and use of overtime records."

In explaining the underlying staffing problem facing the agency, he emphasized the need to train more people to staff the hundreds of new facilities which must be opened to keep pace with the enormous demands on the airspace system.

The financing of the proposed facilities, and the continuing need for funds to adequately maintain existing facilities, was also stressed. McKee urged passage of the user tax proposal which Secretary Boyd recently submitted to Congress. The proposal would increase the tax on aviation fuel, airline tickets, and air freight billings. This tax is needed if we are to support the facilities necessary to guarantee safety on our Nation's airways, he said.

In conclusion, the General noted, ". . . the job of improving and modernizing our aviation system is not one that the Government should do alone. We must have the full support of all the various segments of the aviation community." (The full text of General McKee's address will appear in next week's issue of FAA HORIZONS.)

TRACON-TRACAB SET-UP IN DALLAS-FORT WORTH . . . Changes in air traffic facility designation and the naming of a new TRACON chief have been announced for Dallas-Fort Worth. The changes also bring into use the word TRACAB (terminal radar approach control cab) to designate the new duties of the Dallas Love Field Tower. The move will place the two facilities -- Dallas TRACAB and Dallas-Fort Worth TRACON -- under separate chiefs. The TRACAB will utilize the new BRITE radar display. San Francisco and New York are also establishing TRACABS. Arthur (Buddy) Koon, currently Chief of the New Orleans International TRACON/Tower, has been selected as chief of the TRACON which will handle approach control for metropolitan Dallas/Fort Worth. Operational commissioning of the TRACON is set for July 16. Finis Lambert, formerly Lubbock, Tex. CS/T, has been appointed chief of the Dallas TRACAB.

FAAers HONORED . . . Agency personnel were honored at the Aerospace Medical Association meeting held in Miami Beach recently. Dr. Peter Siegel, Federal Air Surgeon, received the Howard K. Edwards Award for the outstanding practice of clinical aviation medicine pertaining to professional airline pilots. John J. Swearingen, Chief, Protection and Survival Laboratory, CAMI, was awarded the Harry G. Mosley Award for outstanding contributions to flight safety. Dr. Stanley Mohler, Chief, Aeromedical Division, was one of the 13 Fellows in Aerospace Medicine elected during the meeting. Dr. Siegel and Dr. Siegfried Gerathewohl were installed as Fellows of the International Academy of Aviation and Space Medicine. Fellowship is conferred on members of the association in recognition of their contributions to aerospace medicine.

NATIONAL TO GET LIGHTS . . . Washington National is the first airport in the nation to have its main instrument runway equipped with color coded centerline lights to caution pilots entering the last 3,000 feet of runway during takeoffs and landings. Alternate red and white runway centerline lights will alert pilots approaching either end of the north/south runway -- (runway 18/36). They are installed from the 3,000-foot to the 1,000-foot points. All-red centerline lights mark the last 1,000 feet of the runway. Existing all-white centerline lights were adapted to the new system by inserting red filters at both ends (last 3,000 feet) of the 6,780-foot north/south runway. The new system will provide greater safety on runways in low visibility weather for both takeoff and landing operations. It also will reduce wear and tear on aircraft brakes and tires, providing a visual indication of aircraft position with respect to the end of the runway which cannot always be seen in low visibility weather conditions. The standard for color coded "runway remaining lighting" was adopted by the agency in March. Initial installations are planned for airports approved for low visibility flight operations, and later for all runways equipped with centerline lighting. The system was developed by SRDS, in conjunction with NAFEC, where it was tested extensively prior to implementation.

MANPOWER MANAGEMENT PLANNING SAVES MILLIONS . . . The improved use of personnel and equipment in the Executive Branch of the Government saved more than \$50 million during the last six months of 1967, according to Cong. David N. Henderson, Chairman, Subcommittee on Manpower and Civil Service. Improved work techniques and overall better management accounted for the savings.

LAWYERS PUBLISH BRIEFING ON INFORMATION ACT . . . Two FAA lawyers, Owen Birnbaum, Associate General Counsel, and Nathan Edelberg, Patent Counsel, have written a briefing paper on the Freedom of Information Act, which will be one year old on July 1. The paper has been published in "Briefing Papers," a publication highlighting topics relating to Government contracts.

CAUSE ADVANCED FOR TECHNICAL REPORT STANDARDS . . . Promoting his proposal for standardized Government technical reports, John S. Nigro, RD, addressed the 15th Annual International Technical Communications Conference sponsored by the Society of Technical Writers and Publishers in Los Angeles. His presentation, "Format Standards for Scientific and Technical Reports Prepared by Contractors and Grantees," was based on his recommendation made in 1966 to the Committee on Scientific and Technical Information (COSATI) for Government-wide agreement to facilitate preparation, use and retrieval of technical reports. COSATI has established an ad hoc working group for that purpose, chaired by Jack W. Grewell, RD, with Nigro serving as FAA member.

VIETNAM MEDAL ESTABLISHED FOR CIVILIANS . . . Employees who have served 365 days in Vietnam or whose tour of duty was interrupted as a result of injury or disability caused by hostile action are eligible to receive the Service in Vietnam Medal. This new award for civilians was created at the suggestion of President Johnson.

THOMAS ADDRESSED GRADUATES . . . D. D. Thomas, Deputy Administrator, gave the principal address and conferred diplomas upon 20 graduates of the 1967 - 1968 Administrative-Management Development Program in ceremonies in Washington on May 27. This was the fourth class to complete this program which consisted of a semester at Syracuse University plus four and one-half months intensive study both in Washington and at field activities. Joseph H. Tippetts, Associate Administrator for Personnel and Training, was master of ceremonies. Special guests included members of the Executive Committee and Jack G. Webb, Director, NAFEC, under whose administration the graduates began the year-long program before the Management and General Training Schools were moved to Washington.

NEW EXAMINING PLAN FOR LOWER LEVEL POSITIONS DEVELOPED. . . The CSC has developed a new examining plan to obtain suitable candidates for lower level blue and white collar positions. Its intent is to reduce turnover in routine jobs. It will further save money by reducing recruiting, training and paperwork costs.

AUSTRALIAN VISITS CENTER . . . Ray Soden, President of the Australian Civil Air Operations Officer Association, similar to ATCA, visited the Academy in Oklahoma City May 13 - 14. Soden is spending two months in the U. S. visiting air traffic control facilities.

FAA MANAGEMENT SYSTEM BROCHURE TO BE DISTRIBUTED . . . The Office of Management Systems issued an agency order (1300.5) which discusses management systems concepts. This order will be supplemented by a series of explanatory brochures and papers on the subject. The first of the series, a small booklet which summarizes and graphically portrays FAA's overall management system, is being distributed to agency managers down through the area branch chief.

IMPORTANCE OF SECURITY . . . It is imperative that every possible precaution is taken to insure that classified information, whether documentary in character or not, does not pass to those not entitled to receive it. Carelessness in this regard on the part of anyone can endanger the lives of American servicemen and the safety of other American citizens as well. All personnel are requested to review security measures and practices to make certain that everything possible is done to maintain the integrity of classified information and that all persons having access to classified material have been fully cleared through appropriate procedures.

PROTECTION OF EMPLOYEES RIGHTS EXPLAINED . . . A new agency order insures that the individual rights of FAA employees and those of the public, with whom they communicate, are properly safeguarded. FAA personnel in the conduct of their official duties are prohibited from secretly monitoring or recording any conversations or aiding in the use of surreptitious listening or recording devices. Specific questions regarding this order may be directed to the Office of Compliance and Security, Washington Headquarters.

KEEP ROUTING SYMBOL CURRENT . . . If periodicals are routed to you from the Library, HQ-610, please report promptly any changes in your office routing symbol. You will then continue to get the journals you want. A quick phone call to x25140 will do the job.

WELCOME TO FAA! . . . James R. Cunningham, Office of Audit; James J. Van Linder, Aircraft Programs Division, FS; Larry E. Sanders, Office Services Division, HQ; Johnnie M. Dale, ATC Systems Requirements Division, AT; Frances A. Fazio, Budget Review and Systems Staff, BU; Murray A. Haber, Office of the Assistant Administrator, IA; George F. Pecor, Accounting Programs Division, MS; Mary A. Van Riper, Operations Division, FS; Edward W. Godfrey, Accounting Programs Division, MS; Melva N. Peterson, Financial Management Branch, CA; Georgia R. Boswell, Executive Staff, AT; Katheleen B. Brannon, Publishing and Graphics Division, HQ; Ronald E. Stoner, Maintenance Division, CA; Harwood G. Martin, General Legal Services Division, GC; Elizabeth J. Irby, Engineering and Manufacturing Division, FS; Bert W. Bell, Jr., Executive Staff, RD; Gwendolyn A. William, Aviation Medicine Aeromedical Education Division, AM; Leslie B. Scott, Publishing and Graphics Division, HQ; Stephen H. Romines, Litigation Division, GC; Robert L. Harris, Maintenance Division, CA; Bernell Brandon, Maintenance Division, CA; Joy Ann Herndon, Regulations and Codification Division, GC.

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

FAA Library

JUN 13 1968

William F. McLean

Administrator

68-24 June 10, 1968

Acquisitions

COLLISION AVOIDANCE SYSTEM MARKS PROGRESS . . . The last two weeks of May were busy ones for SRDS project personnel associated with Collision Avoidance System (CAS) development. Accompanied by the Air Transport Association CAS Technical Working Group, they met with NAFEC officials to lay groundwork for the evaluation program expected to take place during the summer of 1969. SRDS/ATA officials also briefed Eastern Region personnel on the status of CAS development in view of the anticipated evaluation program. Capping the crowded two-week schedule was a meeting of the Collision Prevention Advisory Group (COPAG), representing military, civil government and industry interests in the program. According to COPAG chairman Robert M. Buck, RD, significant progress is being achieved in the development of a practical prototype collision avoidance system.

PHASEOUT OF THE SF-57 APPROACHES . . . As of July 1, the old Standard Form 57 - the Federal Government Job Application form - will be retired. In its place will be the new Standard Forms 170 and 171. These forms will meet the needs now met by the SF-57 more efficiently and more economically. The SF-170 is a compact four by eight-inch card that can be filled out in a matter of minutes and can provide enough information for a Federal employer to decide whether he is interested in learning more about an individual. If he is interested he can get the further information he needs by requesting the applicant to fill out a second form - Form 171, "Personal Qualifications Statement."

BOND DRIVE NEARS FINISH . . . This is the last week you can purchase Savings Bonds and Freedom Shares and be counted in our agency goal of full participation. President Johnson recently hiked the interest rate on Series E Bonds from 4.15 to 4.25 per cent, and the interest rate on Freedom Shares increased from 4.75 to 5 per cent. Join the majority of forward-looking FAAers, and "Buy A Share of Freedom."

DRAFT ORDERS FORWARDED . . . Revised drafts of two orders, "Restoration of Operational Facilities" and "Standby and Telephone Availability Policy," have been completed and sent to the field for comment. The purpose of these two drafts is to avoid imposing on our employees' free time as much as possible, and to properly recompense employees whenever possible when such impositions cannot be avoided.

NEW SERVICE EMBLEMS DELAYED . . . Delivery of the new service emblems has been delayed because of production difficulties. Efforts are being made to expedite delivery. Operating personnel offices will advise employees when emblems are available.

COMING UP! . . . The Bond Drive is nearing the end, with the Aeronautical Center in the lead. You can see where you stand by reading this week's issue of FAA HORIZONS. . . . Going south for a vacation? Not if you have the enviable jobs of two FAA manufacturing inspectors at Vero Beach, Fla. You can pine for these jobs which are also highlighted in HORIZONS. . . . We aim to please -- As we promised last week, you'll find the full text of Gen. McKee's speech to the Aero Club in Washington on May 28. . . . Safety minded? Read about FAA's air traffic control facilities which were named "Facility of the Year." You can read about these stories and many more in this week's issue of your FAA HORIZONS.

AIR TRANSPORTATION SYSTEM SPECIALISTS CHOSEN . . . Selections for the 1968-69 program at the University of California Institute of Transportation are: Henry O. Brown, aerospace engineer, Engineering and Manufacturing Division, FS; Jerold M. Chavkin, Chief, Plans and Program Staff, Office of Supersonic Transport Development; Raymond D. Forrest, aerospace engineer, Flight Standards Division, SO; Ray H. Fowler, Chief, Airports Planning Section, Houston Area Office, SW; Royal W. Mink, civil engineer, Airports Branch, Seattle Area Office, WE; Raymond T. Uhl, civil engineer, Airway Facilities Branch, Boston Area Office, EA.

AGENCY AIDS RUNWAY GROOVING . . . The first allocation of Federal funds for runway grooving under the Federal-aid Airport Program has been made to the city of Chicago for work at Midway Airport. The \$110,000 Federal allocation will be matched by the city to groove the airport's two longest runways -- 13R/31L (6,500 feet long) and 4R/22L (6,100 feet long). Transverse grooves 1/4 inch wide, 1/4 inch deep and spaced 1 inch apart will be made the full length of these runways used by the airlines. Shorter parallel runways are used primarily for general aviation operations.

REYNOLDS HONORED . . . Robert V. Reynolds, Assistant Administrator for General Aviation Affairs, received the Government Agency Award from the International Exposition of Flight and General Aviation Conference. He also was honored by the President of the Congressional Flying Club, at the club's annual dinner in Washington, for his work on behalf of general aviation and assistance to the club.

RULE-MAKING SUMMARIZED . . . During the week of May 22 - 28, the FAA issued Amdt. 99-7, effective July 25, 1968, to alter the description of the Atlantic Coastal Air Defense Identification Zone (ACADIZ); Amdt. 151-22, effective July 4, 1968, to update certain references in Part 151 that are incomplete, or superseded and obsolete; and new Part 199, "Aircraft Loan Guarantee Program," effective June 13, 1968, to reflect the transfer of that program to FAA. Also, the FAA issued Notice 68-13 proposing to revise the landing charges at Washington National Airport, to limit the present exemption for aircraft of 3,500 pounds, or less, to Dulles International Airport, and to clarify the applicability of another exemption (comments due before July 2, 1968). The FAA also withdrew Notice 67-31, "Use of Partial Dual Control Aircraft." During the week of May 29 to June 4, the FAA issued Amendment 105-3, effective August 7, 1968, to require a parachute jumper to use an assist device for static line parachute jumps.

NEW LANDING FEE SCHEDULE PROPOSED . . . A minimum landing charge of \$4.00 for all general aviation aircraft using Washington National has been proposed by the agency. At present, the minimum landing charge is 50 cents. However, this fee is waived for aircraft which weigh 3,500 pounds or less and are not engaged in commercial activity. The proposal also would increase the basic landing fee for general aviation turbojet aircraft from 15 to 30 cents per 1,000 pounds of landing weight. The fee for piston engine and turboprop aircraft in the general aviation fleet would be reduced from 15 to 12 cents per 1,000 pounds of landing weight. The proposal would bring the basic general aviation landing fees in line with those charged the air carriers under contractual agreements with the agency. The proposed change in landing fee schedules was prompted by FAA's policy of recovering the full cost of establishing, operating, maintaining and improving Washington National Airport by assessing user charges on a fair and equitable basis.

STUDY REPORTS EXPANSION OF AIR TAXI MAIL ROUTES . . . In a new report stressing the growing importance of air taxis in postal transportation, the agency states air taxi mail revenues will grow from \$180,000 in 1967 to estimated \$15 million in 1972. Air taxis flew 300,000 mail ton-miles in 1967 and are expected to fly 35.3 million mail ton-miles by 1972, in accordance with data provided FAA by the Post Office Department. In 1967 almost 9,600 communities benefited from the air taxi mail program. Although air taxis did not directly serve all these communities, they served 137 sectional centers where the Post Office consolidates mail from approximately 70 smaller post offices for shipment to major air terminals. Ultimately, air taxis will operate to and from 245 additional sectional centers, each of which consolidates mail from 70 smaller post offices. This will benefit more than 17,000 additional communities which will receive speedier mail delivery resulting from the air taxi mail program.

CONTROLLER HAS HANDS FULL . . . Air Traffic Specialist Jackie Taylor demonstrated his professional skill recently as he simultaneously provided assistance to pilots of two aircraft reporting unsure positions. Both calls were received by Taylor at the Corpus Christi TRACON within a 10 minute period. One pilot reported only 30 minutes fuel remaining. This aircraft was promptly identified by radar and vectored, from its position 16 miles north, to Corpus Christi International for landing. The other aircraft was immediately identified and vectored to the same airport. During his emergency service to the two pilots, Taylor calmly provided radar service to five other IFR aircraft.

TERPS CHART EXPLAINED . . . The FAA has issued Advisory Circular 90-1A -- Civil Use of U. S. Government Instrument Approach Procedure Charts -- to show the new charting of the Terminal Instrument Procedures (TERPS). Explanations have been prepared by the Flight Standards Service on the use of the Minimum Descent Altitude/Decision Height (MDA/DH) concept, inoperative components and visual aids table, and non-standard takeoff and alternate minimums. The TERPS criteria, adopted by the FAA and the Department of Defense in September 1966, have been charted since February 1, 1968, in conformance with specifications approved by the FAA, Defense and Commerce.

ENTERPRISING YOUTH HONORED . . . Certificates of Training were presented at an awards program to 13 Neighborhood Youth Corps enrollees employed at Headquarters who satisfactorily completed an 18-week clerical skills and typing course conducted by the agency. The certificates were presented by Frank Hollis, Director of Manpower, United Planning Organization, who lauded FAA as the host agency having the most successful NYC program. He noted the large percentage of enrollees whose self-development efforts have been rewarded by the attainment of eligibility on CSC registers. Hollis further commended the agency for its positive efforts to place the enrollees in permanent positions.

JUNE DATE SET FOR FSS COMMISSIONING . . . A two-day "open house" for the commissioning of the Fairbanks Flight Service Station has been set for June 22 and 23, advises Area Manager Darrel Nelson.

PHONE PROCEDURE CLARIFIED . . . Out-of-town non-government phone numbers should be obtained via commercial phone facilities by dialing "9" plus the area code, plus 555-1212. Do not use the FTS system to get non-government numbers. This ties up the FTS circuits unnecessarily and increases agency cost.

WASHINGTON ARTCC BIRTHDAY WARMLY RECEIVED . . . By at least two measurements the Washington Center's open house to celebrate its fifth birthday was a success. More than 8,100 people showed up on a Saturday for guided tours. Their presence raised the temperature 10 degrees, causing anxious maintenance men to fear possible blown fuses from excessive heat.

THE FAA/DOT GIRLS SOFTBALL TEAM . . . The Jetstars were handed their first defeat of the season by AT&T. Since that time, the girls have had some good practice and improved on their weak spots. The girls have a game with HEW and are really eager for a win. Their games are at 23rd and Constitution Avenue, N.W., at 6:30 every Wednesday. The team wears blue and white uniforms, so if you are ever down that way, stop by. The girls would like to see you.

WELCOME TO FAA! . . . John D. Demeter, Information Services; Beatrice N. Kruckow, Engineering and Manufacturing Division, FS; John R. Murphy, Audit Standards Division, AU; Bernard E. Flaherty, Office of Federal Air Surgeon, AM.

AWARDS AND REWARDS . . . The following awards have been presented to agency personnel recently. Quality Within-Grade Pay Increases: John B. Cureton, FS; Paul R. Groger, FS; Diane E. Malatesta, CS; Raymond J. Hilton, RD; John R. Talley, RD; Nathan Aronson, RD; Dorothy Johnson, RD; Charles A. Brooks, RD; Charles D. Innes, RD. Sustained Superior Performance Awards: Barbara A. Will (Outstanding), RD; Carol A. Allen (Outstanding), RD; Raymond E. Spence, RD; Marie M. Hall, FS; Carleton H. Steins, FS; James M. Vines, FS.