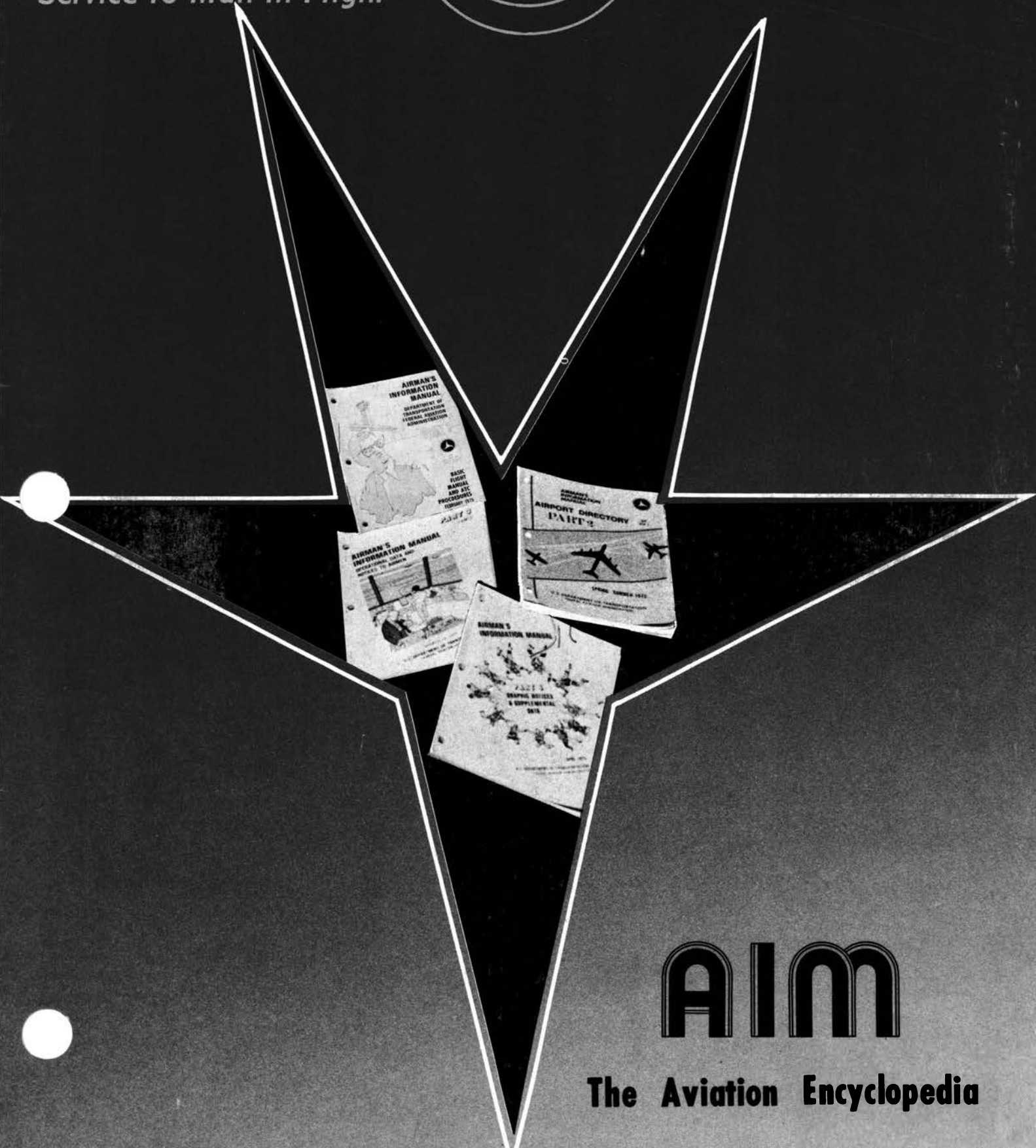


NOVEMBER 1975

FAA WORLD

Service to Man in Flight



AIM

The Aviation Encyclopedia

Federal Notebook

ON THE CALENDAR

Several Federal employee bills await Congress' action this fall, but some publications see their chances as mixed: HR-13--collective bargaining for Federal unions, chances poor; HR-504--reducing service from 12 to 5 years for retaining life and health insurance in retirement, mandatory retirement at 70 with 5 years, chances good; HR-2745--retirement credit for past state services funded by U.S., chances poor; HR-3651--to allow annuities at normal level if salaries had not been frozen at \$36,000, chances poor; HR-5397--optional retirement after 30 years at any age, chances poor; HR-6227--right to counsel in interrogations by agencies that could lead to adverse action, chances fairly good; HR-7053--restoration of full annuity to single retiree when designee dies first, chances good; HR-7222--increase government's life insurance premium share from 33% to 50%, chances poor; HR-7976--restoration of annual leave to employees wrongfully discharged, chances good; HR-8617--Hatch Act overhaul, chances fair.

THE HIGH COST OF HEALTH

With health insurance premiums expected to go up 15-20% or more, the Civil Service Commission is rejecting a Blue Cross-Blue Shield proposal for dental care under the program, which would raise both the government's and employees' premiums still further. The President has said he would reject any new program requiring Federal expenditures. Benefits proposed include x-rays, oral exams, extractions, fluoride treatment, fixing dentures, fillings, emergency treatment, cleaning, scaling and polishing, space maintenance and nerve treatment.

ON THE RETIREMENT FRONT

Rep. Charles Rangel (NY) told a union group that he's optimistic that hearings in the House Ways and Means Committee will be held this year on a bill to permit Federal employees Social Security coverage in addition to CS retirement. The encouragement is from the fact that the chairman of the committee, Rep. James Burke (Mass), is a sponsor of the bill. ■ The National Treasury Employees Union suit challenging the government's taxation of retirement contributions is now before the Supreme Court and a decision is expected in this session. ■ A pair of studies of the retirement system are underway now. The House Civil Service Employee Benefits Subcommittee is examining the 1% added to cost-of-living annuity increases, the problems of the retirement system's unfunded liability, the high cost of disability retirement and the view that life insurance coverage is inadequate. The subcommittee had already initiated HR 7222 (see left column). At the President's direction, CSC with other agencies and experts in the private sector is taking a look at that 1% add-on and the system's unfunded liability, as well. ■ CSC has notified agencies on the requirements of recent amendments to the Federal Employees Compensation Act: An employee must immediately be restored to his former position or an equivalent one when he recovers within one year of commencement of compensation; when recovery takes more than a year, he must receive priority consideration; when returning to duty, he must receive credit for the time out for step increases and other rights based on length of service.

FAA WORLD

NOVEMBER 1975 VOL. 5, NO. 11

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FAA WORLD is published monthly for the employees of the Department of Transportation/Federal Aviation Administration and is the official FAA employee publication. It is prepared by the Public & Employee Communications Div., Office of Information Services, FAA, 800 Independence Ave., Washington, D.C. 20591. Articles and photos for FAA WORLD should be submitted directly to regional FAA public affairs officers:

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Eugene Kropf	Western Region

The cover: One of FAA's star publications is its guide to safer pilotage—the Airman's Information Manual. The story of how it's researched and produced begins on page 4.



Let's Streamline Our Rules

Though our mission may be couched in other terms, the business of FAA is basically service—service to the users of the aviation system. Our goal is an improving service, not only in the realm of operational methods and equipment but also in our regulatory function.

Regulatory reform must be a priority for us so we can meet our objectives with a minimum of clearly needed rules. And these must be ones that have a minimum economic impact and that place a minimum burden on those to whom they apply. I believe reform is essential to promoting civil aviation and aviation safety.

What I am asking is that each of us take a positive, constructive and innovative look at our current regulations. Ask yourselves in each case: Is it doing the job? Is the regulation still needed? Then, go further. Can it be reduced in complexity and scope? For example, are the number of forms required still appropriate, or will one serve in place of two? Is the regulation in conflict with another, here in FAA or in any other mode of the Department of Transportation? Ask, what are the benefits still to be derived from the regulation? What are its costs to the users and to the agency?

Beyond Monday-morning quarterbacking those already on the books, apply these same tests to proposed regulations. Are they needed? What problem is being solved? What is the economic impact? What is the workload on those who will be required to respond to its provisions?

Through this sort of self-analysis, we can distill FAA's regulations into a more effective tool to serve aviation-system users, simplify administrative chores and bolster aviation-safety consciousness. Let us commit ourselves to applying these tests constantly and streamline our regulatory function.

James E. Dow

JAMES E. DOW

Acting Administrator

CHANGE OF ADDRESS: FAA employees should send their changes of mailing address for FAA WORLD to the control point in the region or center where they are employed: AAC-44.3; AAL-54; ACE-20; AEA-20; AGL-13; ANA-14; ANE-14; ANW-14.7; APC-52; ARM-5; ASO-67.1; ASW-67A7; AWE-15; and Headquarters employees, AMS-112. You should not send change-of-address information to Washington. If you move from one region or center to another, you should submit your change of address to the region or center to which you move on Form 1720-9.



**We
AIM
to
please**

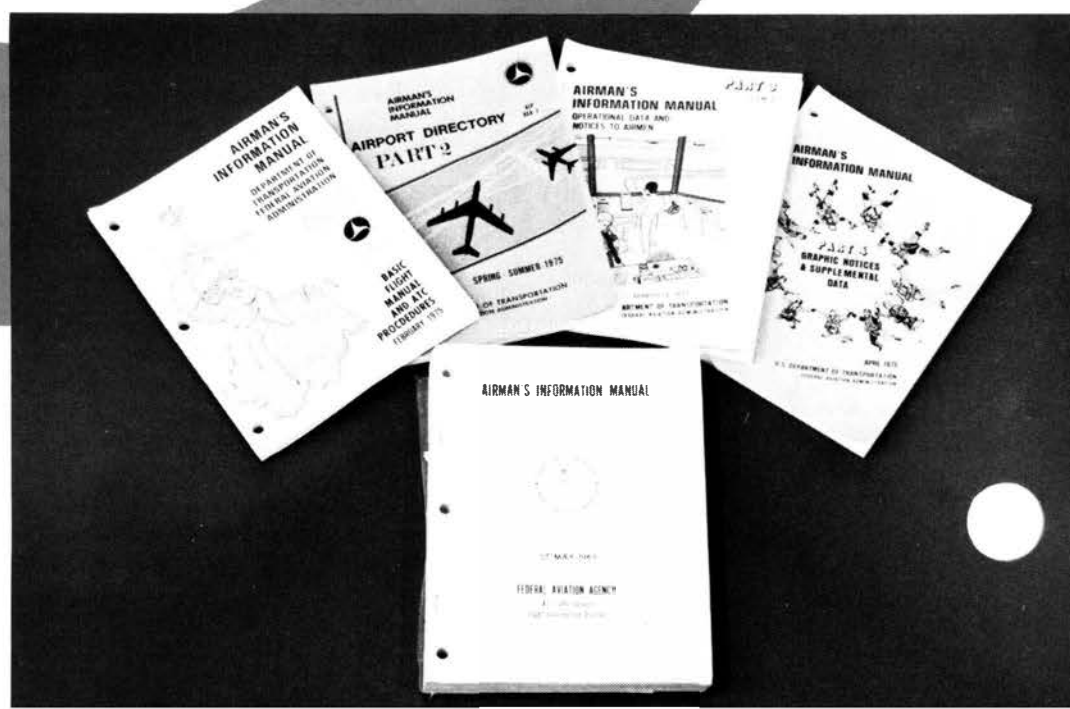


Theresa Marstin verifies information for the Airport/Facility Directory. Everything is carefully cross-checked with other sources.



While proofreading incoming NOTAMs, Lorin Frank also check-marks those notices that will stay in effect for a long-enough period to be published in the next biweekly Part 3A of the AIM.

In a previous incarnation, the AIM consisted of a single, big volume, seen here below today's four parts.



Chester Conn sends new airport data to the Aeronautical Center's computer via his keyboard terminal, which simultaneously makes a paper copy for NFDC's records.

It contains about 670 pages. Tens of thousands of people subscribe to it. It is an incredible storehouse of information about airports, air navigation aids, air traffic services, flight safety tips, weather, instrument flight and more. Pilots have been reading and relying on it—in one form or another—for 35 years. Different parts of it are published every two weeks, every 56 days, quarterly and semi-annually. Much of its data is computerized while the rest is painstakingly written, printed, stored, revised and drawn by meticulous humans. It is the Airman's Information Manual.

In 1941, the CAA began publishing the Airman's Guide, predecessor of the AIM. The guide went through several metamorphoses, and at one time it consisted of a single, huge volume about the size of a big-city telephone book. This was not very convenient for pilots who had to buy all or nothing and wear out their fingers looking for what they wanted. So in 1964, the Guide became the AIM and was soon broken into four parts.

The AIM is a product of FAA's National Flight Data Center (NFDC) at Headquarters, which is a repository of all information about navigation aids in the National Airspace System, airports, instrument flight procedures and FAA air traffic control facilities.

108.1 MHz to 111.9 MHz, emits signals which provide the pilot with course guidance to the runway centerline.

b. The approach course of the localizer, which is used with other functional parts e.g. glide slope, marker

Part 1 of the AIM is probably the most well known portion, because it is used in many flight schools and read by a great many pilots. Called "Basic Flight Manual and ATC Procedures," it serves as a pilot's introduction to the world of FAA services and regulations concerned with flight, mostly in easy-to-read form. As you might expect, it isn't written by one person, although one person, at the urging of the National Transportation Safety Board, is in charge of it.

With subheadings like "Controlled Airspace," "Emergency Procedures," "Weather," "Medical Facts for Pilots," "Preflight" and "Air Navigation Radio Aids," Part 1 is a distillation of vast amounts of FAA knowledge and regulations about an admittedly complicated aviation system. Part 1 doesn't tell pilots how to fly an airplane, but it does tell them a lot of important things they should know before setting foot in the airplane. The text in Part 1 is composed of submissions from various FAA offices, with a long suit in air traffic.

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Part 2 is the Airport Directory, a kind of Yellow Pages of landing sites. Everything is in it, from the biggest to the smallest, provided that the airport is open to the public. Also included are heliports and seaplane bases and a listing of flight service stations and National Weather Service offices and their phone numbers.

Most of the information about the airports comes from FAA inspectors in the field, while data on many small airports is sent in by the airport managers themselves. It takes a certain amount of practice to become skilled in reading the directory, since there can be up to 147 items of information about any one airport, most of it written in abbreviations that bear little resemblance to standard English. Naturally, there is a key to the abbreviations in the front of the Directory and experienced pilots ordinarily have no trouble understanding the listings.

"One of our big problems is that people are always trying to get more information into this and other parts of the AIM than we have space for," said Max Kerdash, long-time editor of the manual. "We want to please the AIM users, but also don't want people to be discouraged from subscribing because of high prices; so, that's why we try to keep the amount of information from getting out of hand. The Government Printing Office sets the price according to the number of pages."

Sometimes it's easy to decide what doesn't have to be printed. Once, the manager of a diminutive airport included in the "Remarks" heading: "Land on the runway."

Obstructions higher than 1,000 feet within 10 miles of an airport are listed in Parts 2 and 3 . . . April Drouin plots such obstructions on a map as a way of double-checking their locations. At the keyboard terminal is Owen Flanagan, sending new airport data to the computer.





The editor of the AIM, Max Kerdash, checks revised information for an upcoming edition of the manual. Kerdash joined FAA's flight data staff as a draftsman in 1940.

“Apparently,” Kerdash recalled, “a pilot didn’t like the looks of this airport’s paved strip, so he landed on the sod next to it and flipped over his airplane. Well, the pilot wasn’t hurt, but the airport manager felt pretty strongly about putting in his advice on where to land. But we’ve just got to draw the line somewhere.”

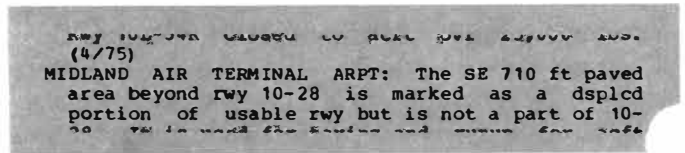
The Airman’s Information Manual will not contain informative items concerning everyday circumstances that pilots should, either by good practice or regulation, expect to encounter or avoid.

—from the AIM

The NFDC staff doesn’t take on faith everything sent to them. The staff has its own records and sources in other FAA offices and government agencies to verify information about distances, latitude and longitude, radio frequencies, runway strength and a multitude of other items.

Mistakes do get printed; however, when they do, the AIM editor usually hears about it from a private pilot, airport operator, FAA field office or local government. Each part of the AIM has a tear-out sheet for letters to the editor for corrections, comments or even compliments. Errors are usually minor, although on one occasion in the early days of computerization, an answer from the AIM editor began, “We are at a loss to explain how your airport and several others in Indiana were omitted from the Airport Directory . . .” The problem was fixed.

Part 2, the “Airport Directory,” and the “Notices to Airmen” in Part 3A are computerized. The entire Airport Directory (not counting a few pages of text) is typeset for printing by a computer in Washington. It uses a computer tape made at the Aeronautical Center in Oklahoma City by NFDC specialists working at keyboard-viewing screen devices at their desks in Washington. The specialists go through the day’s mail, double-check the data and type it out, sending it electronically to the Aero Center.

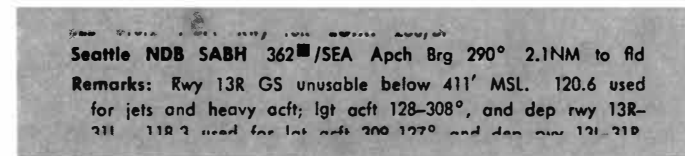


Notices to Airmen, which are expected to remain in effect at least seven days after publication, are sent by a similar keyboard to a computer in New York City which prints a master set of pages that are flown back to Washington where thousands of copies are printed and mailed.

Part 3A, which used to be combined in a single Part 3 volume, is published every 14 days as a separate book and apart from the AIM subscription—another effort to cut prices.

As with all parts of the AIM, proofreading of NOTAMs before they’re printed in quantity is very important. “Even though we’re computerized, there are still plenty of human fingers in the NOTAM pie before the computer spits them all back out,” said Leonard Skitzki, chief of the NOTAM section.

Specialist Dave Rich explained that the Aero Center computer is also used to make a daily National Flight Data Digest (NFDD, pronounced “nifty”). Its main purpose is to provide information to aeronautical-chart producers about upcoming changes in navigation aids and instrument flight procedures, so the charts, when published, will include the very latest data. “By contrast,” Rich pointed out, “everything that goes into the AIM is already an accomplish fact.”

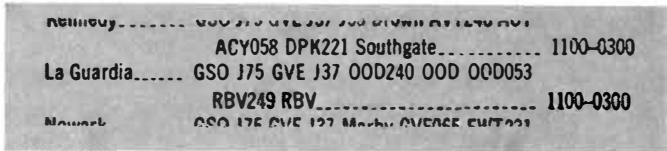


Theresa Marstin, who works on Part 3, “Operational Data and Notices to Airmen,” carefully revises pages of the most recent publication. “I’ve got my colors all worked out,” she said, referring to her system of penciling changes for the next printing. As

The TV monitor above Barbara Disharoon and Angeline Zang is a quick way of telling all specialists in the large office when they can—and in this case, cannot—send new data to the Aeronautical Center computer.



yet uncomputerized, the Airport/Facility Directory portion of Part 3 lists facts about all FAA and many private navigation aids as well as information about airports and air traffic services at airports with control towers and/or instrument landing systems. Part 3 is issued every 56 days, an apparently odd schedule, but set in accordance with arrangements made by the International Civil Aviation Organization for simultaneous worldwide publication of all data on navigation aids and aeronautical charts for instrument flight.



Part 4, "Graphic Notices & Supplemental Data," is filled with maps showing airport areas laced with dashed and solid arrows, shaded portions, boundaries, airway lines and boxes of text. These charts are very helpful in showing busy flight routes, tower radio frequencies, preferred paths into and out of the airports and terminal control area boundaries. "The charts are not for navigation," emphasized Bob Davis, who is in charge of this part. "Their purpose is to advise the VFR pilot on what the traffic patterns look like at these busy airports. Anybody flying into one of them would have to use an aeronautical chart."

While aeronautical expertise is NFDC's forte, draftsmanship is not. So the charts in Part 4, as well as many drawings in Part 1, are made for FAA by the Department of Commerce's National Ocean Survey. (NOS also makes all U.S. VFR and IFR aeronautical charts under FAA's direction.)

"Usually, a chart for the AIM starts out as a simple drawing sent in by a control tower," Davis explained. We check it over, make any corrections and send it to NOS for a professional job. Spring, summer and fall are our busiest times for revisions. In the winter, you don't have people running around outdoors as much, re-locating VORs, building instrument landing systems or doing other things that require changes on the charts."

Frequent revisions in all parts of the AIM are necessary, because so many things in the aviation system are always changing. New airports open, old ones close or expand; new nav aids are commissioned, old ones are moved or decommissioned; new FAA facilities open; FAA services and rules expand or change.

The wonder of it all is that such a tremendous amount of accurate aeronautical information can be published so often in so orderly a manner. As one pilot put it: "Whoever it is in FAA that puts this stuff together, they really know what the hell they're doing."

—Story and photos by Don Braun



AIR MAIL . . . The letter was signed "Prettiest Swift on the Block," and it ranks as one of the most unusual pieces of correspondence ever received at the Ventura County, Calif., Airport Tower. You see, the "Swift" in this case was a 28-year old airplane that had experienced a near-accident while making an approach to the Ventura Airport a short time before. But fortunately controller Lee Westfield noted that the landing gear had not been lowered and alerted the pilot. The accident was prevented, and the Swift (which turned out to be female, incidentally) wrote the tower crew thanking them for saving her from the carelessness of her pilot/owner. We've seen the letter, and we found it sincere and provocative ("Come fly with me . . . I'll really move my tail for you"), but we still have to question the authorship. After all, any airplane that can write its own letters should be sharp enough to check its own landing gear.

NO BUTTS ABOUT IT . . . Everyone knows that smoking is hazardous to your health. But did you know it also can be hazardous to your computer? Well, not long ago the Houston Airport Tower had a brief outage of its Automated Terminal Radar System (ARTS III), because cigarette ashes from careless smokers had piled up and blocked the air-flow sensors, causing the computer to overheat. As you might expect, there is now a "No Smoking" sign on the computer-room door.

REDUCED HORSEPOWER . . . FAA's Southern Region reports that there was considerable excitement at the Nashville Airport not long ago when word was passed that a single-engine Cessna 182 was flying in from eastern Tennessee with two horses on board. The press, radio and television all turned out to record the momentous event for posterity, when the airplane landed and two miniature horses were gently unloaded. Wasn't it P. T. Barnum who said, "There's a sucker born every minute."

A WORD TO THE WISE . . . Our clipping service has sent along an article from the *Mobile Press* about four Saudi Arabians undergoing radar training at the FAA tower at Bates Field. Although an excellent article overall, we objected to the paper's description of the training as a "crash" course in air traffic control. There just has to be a better word than that and a more accurate one, too.

IT'S A LONG WAY FROM NEWARK

It wasn't nearly as dramatic as hammering a golden spike or breaking a bottle of champagne. Acting Administrator James E. Dow pushed a button at the Miami ARTCC in August, sending a brief message by teletype to the other 19 centers in the U.S. that the Miami radar data processing system was operational. Within two minutes, each center acknowledged it with the familiar "roger." And that was it; but, somehow, it seemed appropriate. Computers aren't the stuff of pomp and ceremony.

But what the occasion meant in terms of air traffic control operations was indeed dramatic. It marked the completion of an ambitious 10-year program to automate and computerize the operations of all 20 enroute centers in the conterminous U.S. So ambitious was it, Dow recalls, that there were many who said it couldn't be done.

"This is one of those rare times," he said, "when we can talk, without exaggeration, of reaching a milestone. NAS Enroute Stage A is as revolutionary to air traffic control as the introduction of radar was after World War II. And the beauty of this new system is that we can refine and augment it to handle air traffic for years to come."

Its planning began in the early 1960s, when the advent of commercial jets a few years earlier and the tremendous growth of air travel made it clear that the future would no longer tolerate the manual approach to air traffic control. Controllers were spending too much time on clerical tasks that were distracting them from the main job of separating traffic. Flight plans had to be written out at each sector and facility along the way. Controllers had to rely on voice communications with each aircraft to get its identity and altitude, then mark this on plastic "shrimp boats" and push them along as the target moved across the scope. Also, there was the problem of coordination between controllers to transfer an aircraft from one sector or facility to another via telephone.

Now, under NAS Enroute Stage A, much of that is done automatically. The first phase of the program, completed in 1973—with a "golden spike" ceremony, incidentally—automated the processing of

flight plans. This next step—radar data processing (RDP)—provides a readout on the controller's scope of aircraft identity, altitude and other vital flight data in the form of an alphanumeric tag that moves along with the target. RDP also can perform such functions as automatic handoff. Now, for example, when an aircraft approaches the boundary of a sector or facility, a portion of the data tag begins blinking and continues until the controller accepting responsibility for the flight pushes a button acknowledging the handoff.

A better appreciation can be gotten by seeing the system operate and by talking to the controllers and technicians who have worked with both systems.

Looking over the shoulders of the controllers seated along the four banks of consoles at the Miami ARTCC, you can see that the green, phosphorescent radar scopes with RDP provide clear targets and bright and distinct data tags. With the push of a button, a controller switches back to the old "broad band" system to illustrate the difference. The contrast—at least for the uninitiated—is remarkable. All you can see is a swirl of soft white cloud-like formations punctuated by dots, some of which you are told—and you have to take the controller's word for it—represent aircraft.

What do the controllers think of the new system? "At the beginning, I didn't think I'd like it," said Walter Schade, who started out as a controller at the Miami Center in 1969.

Tom Stanley, processor technician, enters a program into a standby computer to run a maintenance check.





Acting Administrator James E. Dow punches a button that transmits the word to the other 19 centers in the conterminous U.S. that Miami's RDP has just been commissioned. At left is Grady Carter, acting chief of the center.

around real targets of aircraft operating close to certain radar sites.

"Till they get them solved," Schade said, "you work with them. Since you're monitoring the scope anyhow, you know where the aircraft are. That's no big deal. It's like when the RDP goes down temporarily and you have to revert to broad band. The big problem for some people is getting the scope into the horizontal position for using the shrimp boats."

Tom Stanley, a technician who got his training in electronics engineering before coming to FAA in



Though no radar image is apparent to the camera's eye, it is to controller Walter Schade, who asks the computer for additional radar information to be displayed.

"A lot of people felt the same reluctance," he said. "I guess the change, something different, maybe made us afraid of it. We didn't know whether to believe all the good things they were saying it could do. Until you work with a system and understand it, you always want to rely on the familiar. Even when I began instructing on the narrow band (the new system), I thought it involved more work than before. Now, I think it makes things a lot easier . . . easier to follow aircraft. You get a much better target presentation. It eliminates a lot of the coordination and handoffs, too.

"Before, when you wanted to handoff to Miami Approach Control, for example, you had to call up on the intercom. Sometimes, it was busy, and you still had to take care of that plane."

Schade said that even though NAS Stage A makes life easier in one sense, it doesn't permit controllers to sit back and relax.

"You've got to pay at least as much attention to the scope as you did before. You never know when you're going to get a handoff, and there's no one squawking in your ear to alert you. Before, when you cleared out your aircraft, you could sit back with your headphones on and relax a little. Now, you can't do that.

"At first, it was tough keeping up with changes. But I like the new system. We don't have to mess with shrimp boats now, but we do have to type with this keyboard setup. I'm not the greatest typist in the world, so, I have to work at it. Things like this happen with any new system."

He also spoke of other problems, such as "ring around," where false targets appear on the scope

1970, speaks enthusiastically about the new system from his own perspective.

"This is the first time we've had a system designed as a unit for this particular job. Although reliability was good under the old system, you had to be a babysitter . . . had to be there all the time. When something failed, you often had to fix it for yourself on the spot—patch something, move a cable over, repatch a scan converter. It took time.

"The new system pretty much takes care of itself," Stanley continued. "Even when something fails, like a software box, there's another one sitting right alongside of it. You just switch them, and you're back in business. You've got time to repair an item without the system being down."

Enroute air traffic control has come a long way in the relatively short period since 1936, when the Federal government first got into the business of operating centers, and controllers had to rely solely on the time-separation method at the first Newark Center.

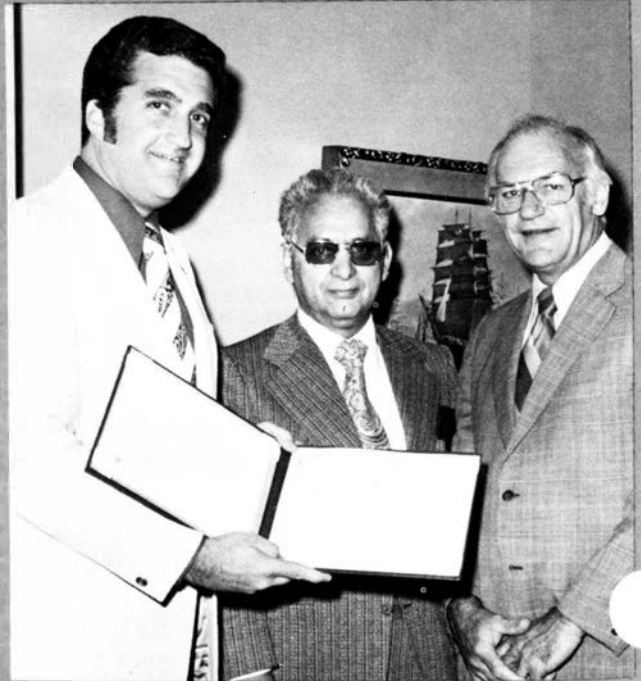
"And believe me, this new system has come a long way from broad band," reflected Will Tarvin, a 17-year veteran of FAA who has worked the Kansas City, Chicago and Miami Centers. "Anybody who tells you differently," he added with a smile, "is feeding you a line."

—By Jerry Lavey

FACES and PLACES



PERSONNEL ORIENTATION—Soo Chul Lee, assistant chief of the Bank of Korea's Personnel Department, gets a briefing on position classification procedures from John Connelly (left) and Ralph Ferraro of Eastern Region's Manpower Division. Lee visited under Civil Service Commission sponsorship to study recruiting, training, staffing and MPP.



A JOB WELL DONE—Roy V. Rodriguez (center), supervisory electronics technician at the Las Vegas AF Sector, was named southern Nevada's Federal Employee of the Year for his accomplishments in the EEO program. Presenting the award are Las Vegas Commissioner Ron Lurie (left) and Mahlon E. Gates, president of the Southern Nevada Federal Executive Assn.



ALL IN THE FAMILY—Ralph McDonald, Boston FSS chief, cuts the shirt tails from his wife, Leona, after she completed her first solo. Both are working toward getting their private pilot's licenses, but son Roger (right) already has his.

PIASTRES AND CENTS—Anna Fell, wife of Eastern Region Training Branch chief Paul Fell, gives "change" for a "purchase" made in her classroom drugstore by a Vietnamese refugee at Ft. Indiantown Gap, Pa. In addition to American customs, Mrs. Fell is teaching them English. Paul also volunteered his services.





ONWARD AND UPWARD—Aeronautical Center Director Thomas J. Creswell signs an Upward Mobility Order, while (left to right) Robert Arce, Spanish Speaking coordinator; Bill Merritt, EEO Committee chairman; and Karroll Hayes, Federal Women's Program coordinator, look on.



LIFE SAVERS—Alaskan Regional Director Lyle K. Brown presents Distinguished Service Awards for Heroism to Sitka pilots (left to right) Donald E. Vent and Robert E. Riggs, who rescued a woman pilot when her airplane crashed in the waters off Sitka Airport, killing her co-pilot.



342 MILES PER GALLON—This gang of Phoenix, Ariz., FSS and TRACON people saves money and fuel by commuting by motorcycle, each averaging 57 miles per gallon. It beats carpooling.



WE POINT WITH PRIDE—Sea-Tac Tower (Wash.) chief Stan Anderson is flanked by controllers Jean Wendling (left) and Frank Babcock, cited for their outstanding flight assist of a Twin-Otter caught in stormy weather, turbulence, down-drafts, icing, with a feathered prop, fire in the cockpit and, finally, near-empty fuel tanks.



THE MODERN AND THE TRADITIONAL—The Southwest Region's Beech Baron sports the new FAA official paint scheme, parked on the ramp in front of the Santa Fe, N.M., Airport Tower, with its traditional adobe architecture.

REALISM SHARPENS

DFW: The Play's The Thing



The triage, where the injured, the dazed and the rescuers gathered in the grass alongside the runway.

One of those wet but pleasant Texas spring mornings was in the making, the kind of Saturday that's best spent inside with a good book. As you approached Dallas-Fort Worth Airport, the low-hanging fog served to soften and camouflage objects in the distance.

Suddenly, it came into sharp focus—a DC-8 skewed on the end of Runway 31, its passengers and baggage scattered among the wildflowers beside the runway. Mangled bodies, bloody, crumpled, pierced with twisted metal from the crash, were everywhere. Children were crying; mothers were screaming.

A double or even triple take wouldn't have convinced you it was all a fake, but it was. Neither the crash nor the injuries were real. The reason for this macabre play-acting on the world's largest airport was a good one: Airport personnel, airline employees, representatives of pilot organizations and FAA Airport Certification Staff members were going step by step through the elements of an airport disaster, testing DFW's emergency plan, crew training, coordination and response.

The concept of startling realism in airport emergency-plan testing has rarely been used, but it may be the prescription for saving hundreds of lives during real disasters, as planners are forced to react and handle situations exactly as if the horror were real. In the past, these practice sessions usually consisted of volunteers going through the motions of being injured, but smiling or showing no emotions as they're calmly led to evacuation ambulances or helicopters.

Not here, though. The victims were volunteer stu-



The sister of a "victim" fights off surprised rescuers trying to aid him. She hit one in the mouth.

Photos by Jon Ellis and DFW Airport Board

dents and student nurses from Fort Worth hospitals, and these people really knew how to throw an epileptic seizure, give the appearance of being in shock, fake an advanced case of schizophrenia or just play dead. When firemen, police and other members of the DFW area emergency crew arrived to perform their missions, they were taken aback by the stark realism that greeted their eyes. The mass hysteria and the appearance of the injuries was "just like Vietnam," one Hurst, Tex., policeman related. "It was enough to really shake you up. Some of those people rea" looked dead."

All the psychological factors, as well as the physi-
(Continued on page 14)

AIRPORT EXERCISES



A real broken bird lies off the end of a Stapleton runway following its crash three weeks after the exercise.

STAPLETON: Rehearsal and Opening Night

Denver's Stapleton International Airport also had its troupe of actors for simulating the gedy of an aircraft disaster this summer.

Space Airline Flight #1, a DC-8 with 175 passengers and a crew of eight, veered from the runway on takeoff, causing the main gear to shear off. The fuselage broke open and fire erupted from the right wing root outwards to the tip.

That was the opening of the script on Stapleton's third airport emergency exercise this year, but this realistic sketch turned out to be a dress rehearsal for the real thing three weeks later. On August 7, a Continental Airline Boeing 727, carrying 124 passengers and a crew of seven, failed to gain altitude on takeoff and crashed a quarter-mile off the end of the runway, breaking upon the fuselage and bursting into flames.

Colorado Army National Guard helicopters were used to evacuate the "seriously injured." Other "victims" were taken by Army medivac buses, ambulances and station wagons.

The fine honing of Stapleton's emergency plans paid off, according to Ken Wells, Stapleton Airport Operations supervisor. "In both rehearsal and reality, crash-fire-rescue units arrived in 2½ minutes to extinguish the fire and evacuate passengers. The evacuation took less than three minutes, and the blaze was extinguished in 5½. Private and city ambulances, military and private hospital helicopters, city and airport police and Army and Colorado National Guard units arrived in 20 minutes or less."

During the exercise, when tower controllers "observed" the crash, they activated the airport crash net, which, in addition to the crash-fire-rescue unit, involves airport operations and airport security. The crash unit, in turn, notified the Denver Fire Department, which called the Denver General Hospital. *(Continued)*

Denver General Hospital medical personnel, police and firemen administer first aid in the triage area during the exercise. A tarpaulin provides some shade for the seriously injured.



DFW

cal ones, normally associated with the tragedy could be identified in one victim or another. When emergency personnel attempted to move or treat the “injured” passengers, they were often hampered in the attempt. One woman whose brother had been injured gave a fireman a non-simulated fat lip when he tried to put the brother on a stretcher. Two other passengers chose to make the best of a bad situation by raiding the plane’s liquor cabinet. They wandered among the scattered victims in a drunken stupor, disrupting rescue efforts before being restrained by officers. A teenage girl wandered aimlessly, trance-like, a half-mile to the airport fence and was preparing to climb it when police spotted and retrieved her.

“This realism—and these situations are realistic—were included for a purpose,” said Al Hautanen, FAA’s principal airport certification safety inspector assigned to DFW. “We’re trying to identify and correct any flaws in the airport’s emergency action plan. The only way to do that is to go through a simulated crash and see how the team members react to situations they’re liable to find in a real crash.”

The exercise did, indeed, detect some oversights in the plan and suggest corrections. For instance, attached to each victim was a color-coded tag to identify the hospital that could best handle the injury. However, during the critique that followed the exercise, someone observed that, had the exercise taken place during bad weather, the cardboard tags would have been hopelessly smeared. As a result, the tags now kept in readiness are made of plastic and have grease pencils attached to them.

It was also noticed that the crash-rescue command post was not adequately identified, causing some team members to take longer than was desirable to find it and be briefed on the situation.

“This type of exercise is invaluable to the airport inspection program,” said Tom Graves, chief of the Southwest Region’s Airport Certification Staff. “Without it, we’d have to wait for a crash to learn these lessons.”

Another idea that resulted from the critique is now being considered as part of standard crash-team
(Continued on facing page)

A crash exercise evaluator makes notes on organization of triage posts. Cherry pickers near the runway were used for photographic documentation of the exercise.



Stapleton

FAA personnel from the Rocky Mountain Region Airports Division represented the FAA in the planning and execution stages, with Al Butterworth, airport certification specialist, acting as coordinator.

Meanwhile, airport operations set up a mobile command post comprised of fire department, police and hospital personnel. Airport security personnel secured the crash site. With ambulatory passengers evacuated by the aircraft crew to a point 300 feet upwind of the accident, near the command post, the fire extinguished and the cargo hold searched for hazardous and explosive materials, food service trucks were pressed into service as elevators in removing injured and non-ambulatory passengers. Operations personnel coordinated with the controllers to close taxiways and runways as needed, and NOTAMs and AIRADs were published. They also set up a landing site for helicopters.

A triage area was organized for the injured, where Denver General Hospital doctors could examine the patients and classify them as to which were to be evacuated by chopper, ambulance, bus or station wagon. Canvas tarps were stretched between fire department pumpers to shield the injured from the summer sun. Among the medical group were a pair of mental health specialists, who assisted in making psychiatric diagnoses, administered sedatives and helped families and friends of the victims at receiving facilities.

In the real accident, there were 49 people injured and no deaths. For the exercise there were more than 100 “severe injuries” plus some deaths, portrayed by student actors from the Metro State Theater Arts group. Onlookers suggested that some of the performances were worthy of Oscar nominations. One psychotic man had to be forceably subdued by three firemen, while a woman fought off attempts to calm her and led medical students, nurses and doctors on a merry chase.

As at Dallas-Fort Worth, the denouement of the play was the critique. Among the proposals was one for better communications at the command post. With fire, rescue, police, airport operations, the tower and medical all using different radio frequencies, it had been difficult to monitor and communicate among them at the command post.

Overall, the exercise was considered successful and, more importantly, so was the real rescue operation. Said Lloyd Smith, chief of the Rocky Mountain Region Airport Certification Staff, “We monitored the emergency exercise and responded to the actual crash, and it’s obvious that the previous three emergency exercises at Stapleton had refined the emergency plan to become a most effective instrument.”

—Story and photos by Alfred K. Barnes

(Continued from preceding page)



Airline pilots Charles Starr (left) and L. B. Kern (foreground) discuss the exercise and its lessons with Southwest Region Director Henry Newman and Houston ARTCC flight surgeon Dr. Tony Ziegler (right).

procedure. This is the erection of small lighted towers around the crash area to identify the location and function of the command post, triage area (where victims are sorted medically), communications center, chopper site, etc. Each would be distinguished by the color of the light.

Part 139 of the Federal Aviation Regulations requires that all air-carrier airports have an emergency plan, but they're not required to practice the plan. Graves would like to see every plan tested, and his staff actively encourages airports to do so.

"It doesn't cost a lot to put on a drill," Hautenen pointed out. "In fact, we find that many agencies and companies are more than willing to volunteer helicopters, medical personnel, etc., and become members of the emergency team." He added that it

was worth the six months of preparation by more than two dozen different hospitals, government agencies and volunteer organizations. "These demonstrations go a long way toward backing up the FAR in assuring the flying public that we're doing everything possible to protect them."

—By Jon Ellis

HEADS UP

ALASKAN

The new chief of the Fairbanks Flight Standards District Office is *Sid Stone* of the Juneau FSDO . . . *Jim Lockard* has been promoted to deputy chief of the Anchorage FSS . . . Anchorage FSS EPDS *Darryl Logan* has been moved to chief of the Yakutat FSS . . . *Ray E. Hoyt* moved from there to become chief of the Juneau FSS . . . *Joe Grube*, chief of the Eielson RAPCON, traded places with *Allen Hartlieb*, chief of the Fairbanks Tower . . . *Clifford Cernick*, public affairs officer of the Northwest Region has transferred in as Alaskan PAO . . . *Robert G. Judd* is the new head of the Flight Standards Division.

CENTRAL

Howard Losey has been selected as chief of the Wichita, Kan., FSS.

EASTERN

A new assistant chief at the Newark, N.J., Tower is *Edward C. Eidman* who hails from NAFEC . . . Selected as an assistant chief at the Dulles International Airport Tower was *Manuel P. Vaamonde* . . . *Isidore Hellman* has moved up to chief of the Audit Division . . . *Paul Kimes* got the nod as chief of the Wilkes-Barre, Pa., Tower . . . *Robert Moore* is now assistant sector manager at the Washington ARTCC . . . *George Benedict* was selected as an assistant chief at the Atlantic City, N.J., Tower . . . The Teterboro, N.J., FSS has a new assistant chief

in *Thomas Randall* . . . Taking over as the new chief of the LaGuardia Airport Sector Field Office in New York City is *Joseph Schwartz* . . . *James Johnston* moved up to an assistant chief's slot at the New York Common IFR Room . . . *Alfred J. Marsden* was named chief of the Material Management Branch in the Logistics Division.

NEW ENGLAND

Marion E. Lambert has been selected as deputy chief of the Windsor Locks, Conn., FSS at Bradley International Airport.

NORTHWEST

Paul Bagley is the chief of the Maintenance Engineering Section.

GREAT LAKES

Gale Forless has been selected as chief of the Marion, Ohio, Tower . . . Taking over as chief of the Wausau, Wis., FSS is *Don Polito* . . . *Gerry Brainard* is heading up the Eau Claire, Wis., FSS . . . *Dave Alred* was named deputy chief of the Detroit Tower . . . New assistant chiefs around the region include *Floyd Brown* at the Cleveland Tower; *Bob Hall* at the Dayton, Ohio, Tower; *Ron Huffman* at the Duluth, Minn., Tower; *Bob Margala* at the Madison, Wis., Tower; *John Manski* at the Youngstown, Ohio, Tower; *Ken Firl* at the Rochester, Minn., Tower; *Ray Drake* at the Lansing, Mich., Tower; *Dave Brown* at the Toledo, Ohio, Tower; *Dan Lathey* at the Columbus, Ohio, Tower; *Les Craddick* at the Jackson, Mich., Tower; *Wayne Schmidt* at the Duluth Tower; *Ryan Gove* at the Madison Tower; *Mike Leskovac* at the Youngstown Tower; *Brad Orndorff* at the Ft. Wayne, Ind., Tower; *Zonnie Fritsche* at the Lansing Tower; *Bob Barnett* at the Peoria, Ill., Tower; *Chuck Richardson* at the Springfield, Ill., Tower; *Ron Schultz* at the

Detroit FSS; *Clarence Ranson*, Flying Cloud, Minn., Tower.

SOUTHWEST

The new chief of the General Aviation Branch is *Pete Campbell* . . . Selected as deputy chief of San Antonio, Tex., International Tower was *Curtis Jenkins* . . . *Jim Harris*, deputy at the New Orleans FSS, is heading up the College Station, Tex., FSS . . . *Gene Higgins* goes from Las Vegas FSS chief to deputy chief at the San Antonio FSS . . . Named as the new chief of the Houston, Tex., General Aviation District Office was *George N. Masterson* . . . Transferring in as chief of the Dallas, Tex., FSS is *Richard Cook* . . . *Ray Matthews* has moved to the Santa Fe, N.M., CS/T as chief . . . *Robert Kerr* was tapped for an assistant chief at the Houston ARTCC . . . *John Mizell*, *John Edmunds* and *Jimmy Adkinson* have become assistant chiefs at the Tulsa, Okla., Tower . . . Chosen as an assistant chief at the Alice, Tex., FSS was *Frances Carrillo* . . . *John Miller* has taken over as chief of the Abilene, Tex., RAPCON/Tower . . . *Lew June* has moved in as chief of the Fort Worth Air Carrier District Office . . . *Jim Houden* got the nod as deputy chief of the Houston ARTCC . . . *Frank Johnson* is the new chief of the Airway Facilities Maintenance Operations Branch.

WESTERN

The Phoenix, Ariz., Tower has a new assistant chief in *Milt Simpson* . . . *Robert Cook* is a new assistant chief at the Los Angeles TRACON . . . *Joe Partridge* was selected as an assistant chief at the Los Angeles ARTCC . . . Named an assistant chief at the Imperial, Calif., FSS was *Kelly Van Vleck* . . . *Harry Jenkins* has deputy chief billing at the Los Angeles FSS . . . Top man at the Imperial Tower is now *J. L. Hise* . . . *Ken Willits* has reported in as Sacramento AF Sector manager.



Rhein AFB at Frankfurt shares the airport with the civil aviation terminal (background). In the foreground is a hangar maintenance facility under construction.



"Tommy" Thompkins backs a T-29 on the ramp. He joined the FAA from the Air Force when the T-29s did in 1964.

WATCHDOGS ABROAD

A handful of FAAers tucked away in the corner of the sprawling U.S. Air Force's Rhein AFB in Frankfurt, Germany, is handling a giant-sized job in bringing safe flying to an area larger than the United States itself.

It is accurate to say that the safety and continuity of air operations throughout Europe, the Middle East and Africa depend to a large extent on the recurring flight-inspection program carried out by FAA personnel and aircraft—the Flight Inspection Group—to assure the accurate performance of vital navigation aids.

The 15 FAA pilots and their three T-29s and one Sabreliner log about 3,200 hours annually, keeping an electronic eye on the accuracy of more than 400 navigational aids, ranging from Instrument Landing Systems to non-directional beacons. This is done on a reimbursable basis under agreements the FAA has with 13 European nations.

They also do the same thing for U.S. military nav aids in Europe, and once a year they check the nav aids at the Moscow and Leningrad airports.

This means that in any given week, the pilots can be found anyplace across 5,500 miles of air space.

One of them, Joseph Feistamel, points out the extremes. In December, he was in Iceland checking out a new ILS at the Keflavik Airport. In June, he was checking nav aids in Turkey.



Administrative assistant Lynn Poole and Frank Hensel, chief of the Flight Safety Group, look at a map that compares the extent of their domain in the Europe, Africa and Middle East Region to the expanse of the conterminous U.S.

Keeping the airborne equipment on target is the job of avionics technician John Phillips (right) and supervisor Doyle Rogers of the Avionics Calibration Laboratory.



"To say the least," Feistamel remarks, "there is never a dull moment. The changing languages, methods of operation and weather keep you on your toes." But the work is enjoyable, he says.

Another pilot, Eugene Stolz, recalls the time an Italian air traffic controller told the pilot of an American airliner over Italy to descend because there was traffic ahead at his altitude.

The pilot objected, saying the weather looked bumpy at the lower altitude and asked why the other aircraft couldn't change altitude.

The controller replied that it was a military aircraft on a training mission and that its pilot didn't want to change.

"Well we don't want to change either," the American pilot snapped. "Can't you talk him into it?"

That was when the controller had had enough and said: "You had better descend now or you gonna busta you butt."

Doyle Rogers, chief of the avionics unit, says that serving in Europe is rewarding and challenging. But, he adds, life there isn't always easy.

"You have to have patience and a sense of humor to put up with the daily trials of living in a foreign environment. And you have to be able to balance a family budget that is tied to a floating greenback that is going downstream."

The most recent chief of the Flight Inspection Group was James G. Davis, who is now the Senior FAA Representative in Frankfurt.

Sharing the safety responsibilities overseas is the Flight Safety Group, which has transplanted FAA safety rules (operations, maintenance, avionics) to the 37 foreign countries where U.S. registered aircraft operate. It is similar to the domestic FAA program: certification of airmen (about 2,000 exams yearly), en route inspections of air carriers, ramp inspection, special ferry permits, designating authorized inspectors and overseeing foreign repair stations (including some in Communist-bloc nations) that service U.S. air carriers.

Recently, a flight-instructor seminar was held at Ramstein AFB in Germany, which drew representatives from seven foreign countries. Another one held at the USAF base at Torrejon, Spain, drew six countries. Both were designed to encourage foreign countries to adopt U.S. safety standards, manuals and practices. An accident-prevention program held last year in Wiesbaden, Germany, for 16 military and civilian flying clubs was a resounding success.

William H. Huebner, now chief of the region's Flight Standards Office, who was Senior FAA Representative in Frankfurt for two years, was a bomber pilot during World War II and successfully escaped from a POW camp after five unsuccessful attempts. Where was he shot down? Over Frankfurt.

—By Dennis Feldman

Airborne electronics technicians Bill Rogers (left) and Bob Dickenson operate the consoles of a Sabreliner 40, checking out nav aids and equipment across 13 countries.



Al Rise (right), general aviation safety inspector conducts a type-rating check in a T-29 for Hal Whittaker, airspace systems inspection pilot.

What's in an appellation?

Floyd Shaw, who works in the Aircraft Maintenance Section of the FAA's facility in Frankfurt, Germany, never expected to run into a language problem when the facility's aircraft-maintenance contract was awarded to a company in England . . . but he did.

It seems that what a mechanic calls himself in England is not what a mechanic calls himself in the United States. And the same goes for some of the tools he uses and some of the parts of airplanes.

Thus, a licensed aircraft mechanic is an "engineer" in England, and an unlicensed one is a "fitter." And a wrench is not a wrench but a "spanner." Parts are not installed; they are fitted. Nuts aren't tightened; they're nipped. A cylinder is not a cylinder but a "pot." And a landing gear is a "leg."

And in the event that you don't understand what you've been told, you don't go back to the starting point. You go back to "square one."

DIRECT LINE



Q. At my flight service station, we are critically short of people and have been for at least the 14 months I have been here. We are authorized 16 journeymen, three assistant chiefs, one chief and one secretary. We have nine working journeymen, three assistant chiefs (two of them here less than two months), two journeymen on extended sick leave and not expected to return, a GS-7 trainee, a GS-5 trainee, a GS-9 due to report and a GS-7 who will need to be in training for a long time. Also five of the journeymen on hand have bid out. The chief has been transferred, but he will be replaced almost immediately. What we need are people to do the work. Our assistant chiefs are forced to work as journeymen almost all of the time. They aren't able to observe our work or proficiency or to recommend programs for betterment. They don't write awards for want of time. The stock answer is that the chief is doing all he can, that the people in the GS-9 stations aren't bidding for this station, that they won't or can't hire off the streets. Then, why can't this station be opened up for bids nationwide? We have highly paid people in our regional office who are supposed to be planning for workload and staffing.

A. The staffing ceiling for your FSS included one facility chief, three assistant chiefs, 15 specialists and one secretary. Budgetary limitations, however, normally require that total staffing be somewhat less than authorized ceilings. Your FSS now has a chief, three assistant chiefs, 11 GS-10 specialists, one GS-9 specialist, one GS-7 developmental and one GS-5 VRA appointee. A secretary is shared by the tower and the FSS. There are 14 people assigned to fill the 15 specialist positions. We have located a qualified specialist who wishes to work at your facility and are advertising a vacancy to permit him to

bid. Another GS-7 was slated to be assigned there. Not counting the VRA appointee, this will bring the facility up to the authorized staffing. We are not unwilling hire new employees off the streets, but we are reluctant to do so when there is any possibility for obtaining trained or partially trained specialists. Nationwide bidding to fill your vacancies as well as those in other busy FSSs in the region has been considered, but bidding across regional boundaries is generally considered counter-productive and merely enables one region to provide the training for another. It is true that the assistant chiefs at your FSS man operational positions a significant part of their time. Again, this is not a situation unique to your FSS but exists in virtually every Level II FSS. In anticipation that the assistant chiefs will perform this function, the duties have been placed in their position descriptions, and we consider them "working" assistant chiefs.

Q. Was it the intent of DOT N 1500.10 to make travel on actual subsistence expenses to designated high-rate geographical areas mandatory? It nullifies the intent of Para. 711a and 751 of DOT Handbook 1500.6.

A. Yes, the present Federal Travel Regulations issued by the General Services Administration do not give an option to the traveler as to using actual expenses or per diem when performing TDY in a designated high-rate geographical area. DOT N 1500.10 and the current DOT N 1500.11 (FAA Order 1500.17) implemented the FT

Q. I am not asking this question about the physically handicapped in Federal service but those who were in good health when they started their careers but who are still working in spite of acquired frailties. These do not seem to hinder their performance, but things do happen which could prove fatal or alter their performance. We have on duty employees who have had strokes, heart attacks, diabetes, back problems, etc. I've been told that these conditions are not officially noted. Is acknowledging these conditions prohibited?

A. Medical requirements or standards have been established for several groups of employees. These are applied on a periodic basis and are considered during the process of granting medical clearance for continued duty. Employees are evaluated on a case-by-case basis according to their medical status and the specific duty they are to perform. There is no policy or order prohibiting the acknowledgment of health factors among employees; rather, there are established programs and orders that are designed to identify health problems and to evaluate employees for specific duty assignments.

Q. Are regions permitted unlimited changes to DOT (FAA) travel regulations? A regional supplement eliminated "where lodging is obtained" as specified in DOT N 1500.10, Para. 7, and substituted "base on the temporary duty point within the corporate limits of each regardless of where lodgings are

obtained." This results in non-standard reimbursement to employees from different regions on the same or similar duty within the high-rate areas.

A. No. All local-issued supplements attempting to effect a change to a regulation require headquarters clearance. Procedural changes unique to the region or center operations do not. DOT N 1500.10 was reissued by DOT N 1500.11 (FAA Order 1500.17), which reversed the cited Para. 7 as follows: "Per diem or actual expenses for high-cost areas. The location of the temporary assignment will determine whether per diem or actual expenses are appropriate for a trip. Upon notification of the change, each field office took appropriate action to immediately advise travelers through their supplement.

Q. I have an annual leave carryover as of the first of the year of 480 hours. I plan to accumulate 100 hours by the end of the year when I will retire. Will I receive a lump-sum payment for 580 hours or am I limited to the 480 hours that I started with this year?

A. You will collect for 580 hours. Public Law 93-181 provides for lump-sum payments equal to the total legally carried-over leave plus the leave accrued in the current leave year. Note, you must retire on or before the last day of the current leave year, which ends on Jan. 3, 1976. This is explained in FPM Letter 630-22. You read the Federal Personnel Manual correctly, but certain sections of it covering this issue need revision.

Q. I asked for information as to the amount I must redeposit into the retirement fund for prior service. I was advised by my region that my service computation date included this prior service. It is my understanding that the service computation date and the date used to compute annuity benefits can be different. Can you verify this? Also, is it possible to get information on the amount to be refunded before submitting Form 2803?

A. It's true that the period of service for which retirement contributions were withdrawn is credited in computing the service computation date. For retirement purposes, that time is creditable for determining whether an employee meets the length of service requirements for retirement eligibility. However, a period of service for which an employee received a refund of deductions may be credited in determining length of service for the purpose of computation of annuity only if the redeposit is made in the amount withdrawn plus accrued interest. It is generally to an employee's advantage to make a redeposit because the amount redeposited is recovered via the annuity in a relatively short period of time. It is possible to get a rough approximation as to the amount that is owed for redeposit from Manpower Divisions. However, it is recommended that an employee submit Form 2803 so that the exact amount of redeposit can be computed by the Bureau of Retirement Insurance and Occupational Health of the Civil Service Commission.

Q. Recently, the reporting point where we picked up government vehicles was moved further out the freeway to a small town where homes are extremely expensive and taxes are almost double. Very few of the men qualified for a move at government expense. In one case, a man's request to move to a more reasonable town nearby was approved, while in my case, a request to move to this town would be denied as "not a significant move in the right direction." Can this be justified under current regulations?

A. Apparently you are referring to reimbursement for residential relocation expense in connection with a permanent change of station. Agency Handbook 1500.14, Para. 321b, provides the criteria for authorizing a permanent change of station within the same city or area. In part, this criteria is that the one-way commuting distance from the old residence to the new official station is at least 10 miles greater than from the old residence to the old official station.

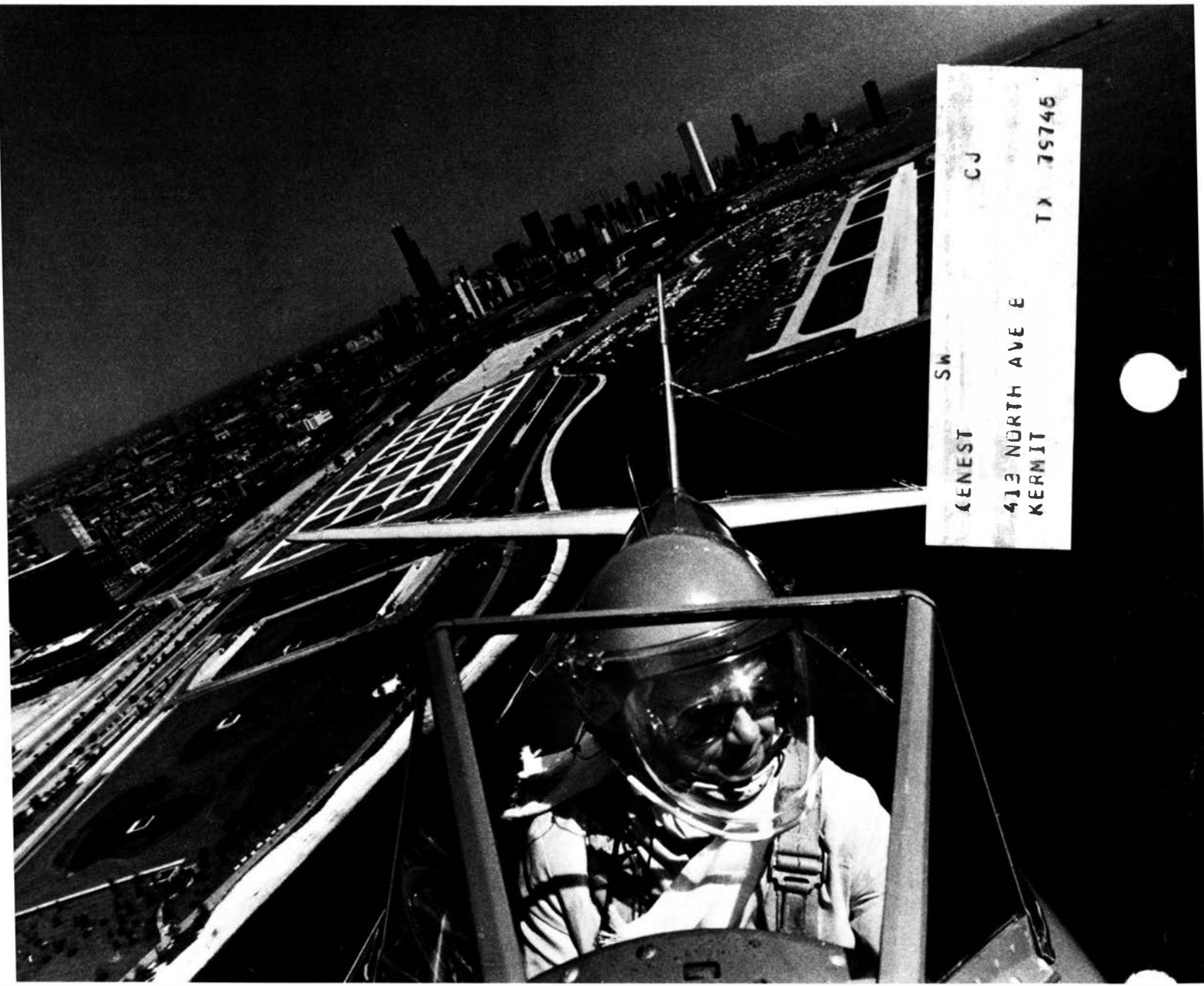
Q. For over two years, MPP announcements have stated, "Ingrade/downgrade bidders should not request consideration through MPP but follow the procedures of Order SW 3330.11A or procedures provided by labor union agreements, if applicable, to receive consideration for announced MPP positions." Since that order was designed to provide a procedure for employees bidding between Areas when each Area had its own appointing office, and now the Areas have been phased out, it would seem that this order is no longer needed since it speaks only to geographic location. If a person wants to bid ingrade from one division to another in the same region, this wouldn't be appropriate, but it's still on the MPP sheets. Order SW 3330.11A is in direct conflict with Washington Handbook, Internal Placement, PT P 3330.9, which tells ingrade/downgrade bidders to submit their requests through supervisors. The order says submit the SF-171 direct to the office of the facility having the vacancy. I've called this to the attention of the Manpower Division, but to no avail.

A. The Southwest Region reports that you are correct in pointing out that Order SW 3330.11A was intended to cover reassignments that involved geographic location. However, the procedure developed in that order proved so successful that it was adopted for general use, which action is within the delegated authority of the regional director. In short, employees interested in being selected for reassignment to a position advertised under the MPP may send their applications directly to the selecting official. When the new FAA MPP is published, this procedure will be incorporated into the Southwest Region's supplement. The Office of Personnel and Training at headquarters states that Order SW 3330.11A does not appear to be in conflict with Order PT P 3330.9, as Para. 7a(1) of the SW order requires the employee to submit his/her ingrade/downgrade bid through the supervisor.

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A breathtaking view of Chicago's lakefront is provided by pilot and accident-prevention specialist Christine Winzer of DuPage County Airport GADO, as she takes off from Meigs Field in her PT-17 Stearman biplane. Mrs. Winzer "wouldn't give up the thrill of an open cockpit for the world." Here, she treated Chicago news media personnel to that same thrill and the chance to shoot some outstanding photographs.

Photo courtesy of Paddock Publications