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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

4-215-40
EASTERN FLOOD DAMAGE SEVERE

FLOOD DISASTER FUND SET UP

72-27 3 July 1972

CHIEFS A'PLENTY

Recent selections for Center and Terminal Chief positions, in accord with the agency's merit promotion program, include: Stuart A. Hayter as Chief, Las Vegas Tower; Franklin Cunningham as Chief, Miami Center; Robert Throne as Deputy Chief, Miami Center; William Lovett as Chief, Salt Lake City Center; Ramon Alvarez as Deputy Chief, San Juan Center; Ian Wolf as Deputy Chief, Denver Center; Shelmo Wugalter as Deputy Chief, Chicago Center; Kenneth Patterson as Deputy Chief, Cleveland Center; Donald Kemmerling as Chief, Raleigh-Durham Tower; Roger Bubaker as Deputy Chief, Minneapolis Center; Clyde Denham, Chief, Salt Lake City Tower; Ray Finnen as Chief, Honolulu Tower; and Ed Harris as Chief, Los Angeles Center. Actual promotions to the positions are pending the lift of the current freeze on promotions.

An emergency airlift started by FAAers at the New York Center to help fellow employees in flood-ravaged Pennsylvania grew into a major city-to-city relief campaign last week. The Navy, USAF, Air National Guard and the Civil Air Patrol joined FAA pilots flying their own planes to carry critically needed food, clothing and medical supplies to the Wilkes-Barre, Pa.; Elmira, N.Y.; and Harrisburg, Pa., areas. Planes loaded with supplies lifted off from Long Island airports including Islip, MacArthur and Republic as well as Kennedy International....

To further assist FAAers who lost so much, including a number of employees who had their homes completely wiped out, Eastern Region Director George Gary has launched an agency-wide disaster fund campaign and he asks all employees to contribute what they can....

Working around the clock, technicians at Washington National Airport pulled sensitive circuitry from the Instrument Landing System, and then replaced the parts in only four hours after the water receded. During the "down" period the ILS runway was not the active runway in use, and operations were not hampered in any way....FAAers throughout the stricken area filled in to keep the FAA system working. In Harrisburg, for instance, FAAers have been working watches from 24 to 52 hours because of a manpower crisis....In Wilkes-Barre about half the control tower force employees were unable to get to the airport. The other half worked extended watches to fill in during the emergency. Late last week the situation in Wilkes-Barre was still chaotic and uncertain due to loss of telephone service and impassable roads....Property damage was suffered by agency employees living in Pennsylvania, New York as well as the Virginia, Maryland areas. (Continued on Page Two)

AGNES DISASTER (Continued from Page 1) . . . Damage ranged from a lost tool shed valued at \$200 to the complete loss of a house trailer valued at \$9,000 in the Harrisburg area. Other FAAers have only the foundations of their homes left while scores of employees suffered damages ranging from \$100 to \$1,000. To help replace these severe uninsured property losses, each region and center is appointing a fund coordinator to spearhead the campaign and receive employees' contributions. Checks should be made out to the Agnes Disaster Fund. In the Washington Headquarters the fund coordinator is John Frank, HQ-200.

COMMUNICATIONS EXPERTS HONORED . . . The consultant designers of the agency's recently-initiated employee communications program were honored by Administrator Shaffer last week. Receiving the FAA's Award for Distinguished Service were Robert Newcomb and Marg Sammons Newcomb of Newcomb and Sammons, Inc. The citations read: "For outstanding achievements in designing and introducing the new internal information techniques throughout the agency. . . unique and far-sighted innovations in developing a total employee communications program have measurably increased employee morale, thereby warranting the deepest gratitude of the Federal Aviation Administration."

HANDS ACROSS THE SEA . . . Software--computer programming--developed for the U.S. air traffic control system is being provided to the United Kingdom as they take a major step forward in the automation of their traffic control system. The British system is generally fashioned after the U.S. system, but will depend on hardware developed by the British electronics industry. The proposed system aims to automate many tasks presently undertaken by controllers. These include the handling of flight plan data, the transfer of information between controllers within the London Center and between that center and adjacent European centers. It also includes the addition of radar data processing to provide fully-labelled (alphanumerics) synthetic radar displays.

SAFE PILOT PROGRAMS . . . The agency's General Aviation Accident Prevention Program recently gained direct support from the General Aviation Manufacturers Association when GAMA launched a new safe pilot program. The GAMA program is aimed at stimulating widespread voluntary attendance at pilot education seminars and clinics conducted by FAA, promoting increased safety awareness within the general aviation pilot community, and improving the safe operation of all general aviation equipment. A highlight of the GAMA program provides a special incentive for pilots to participate in FAA seminars. This is the Safe Pilot Sweepstakes. Participating pilots will have an opportunity to win over 100 prizes, the top prize being a \$30,000 airplane. The contest, developed with the cooperation of FAA personnel, will run from 1 June 1972 through 31 May 1973.

TO KEEP FACILITIES 'TURNED ON' . . . The agency will buy 39 power plants and 91 engine generator sets as emergency stand-by power systems for navigation and communications facilities in airport terminal and enroute areas. The \$1,167,250 contract, awarded to John R. Hollingsworth Company of Phoenixville, Pa., includes options to buy additional units later.



The new equipment will be installed at facilities where none existed before or where present equipment is obsolete. The emergency stand-by power systems will help forestall the shutdown of FAA facilities in the event of a power blackout. Equipment deliveries are scheduled to be complete within 27 months.

AIRPORT IN LAKE ERIE??? . . . A comprehensive comparative study of a proposed offshore super jetport complex in Lake Erie near Cleveland and several land sites in northeastern Ohio has been approved by Transportation Secretary Volpe. The \$852,685 Federal grant is the largest approved to date under the agency's Planning Grant Program authorized by the Airport and Airway Development Act. Awarded to the Lake Erie Regional Transportation Authority, the grant will help finance the first phase of a complete master plan study of the proposed lake and land sites.

PAO GETS AWARD . . . Gene Kropf, Public Affairs Officer, Western Region, was recently named the 1972 recipient of the Paul Mantz Memorial Award. The award, sponsored by the California Aerospace Education Association, is presented annually for outstanding contributions to aerospace education in California. Given in memory of the late Paul Mantz, it consists of a marble perpetual desk calendar and desk set.

MORE PHASE II CONSTRUCTION UNDERWAY AT ARTCCs . . . Memphis and Fort Worth centers are the eleventh and twelfth of the 20-in-all Air Route Traffic Control Centers to contract for expansion and modernization. Projects at both locations include improved parking facilities and cafeterias; upgraded generator buildings and equipment to provide standby power; improved air conditioning systems and operations rooms. The \$2,368,000 contract at Memphis was awarded to Fortec Constructors of Miami, and the \$2,098,749 Fort Worth contract went to Herman DeHart, General Contractors, Inc., of Fort Worth.

FORMER FAA EXECUTIVE MEMORIALIZED BY IEEE . . . In a memorial tribute to the late William E. Jackson, retired Special Assistant to the Director, SRDS, the Institute of Electric and Electronic Engineers will donate one-third of the proceeds from future sale of their publication "The Federal Airways System", to the National Heart Fund. Mr. Jackson's life-long involvement with the Federal Airways System made him uniquely qualified for his role as editor of the document. His death earlier this year resulted from a heart condition.

DISASTER HELP . . . To help FAA employees who suffered economic losses in last week's disastrous east coast floods, here is general information on financial and other kinds of help available under the Federal Disaster Assistance Act of 1970, Public Law 91-606. Employees can get complete information on the sources of disaster assistance by contacting the Office of Emergency Preparedness--Tel. (202) 395-6111. People whose homes and property were damaged may apply for "Physical-Loss Disaster Assistance Loans" from the Small Business Administration to repair or replace damaged or lost homes, household goods and personal effects. Under certain conditions, SBA will cancel up to \$2,500 owed on such loans in excess of \$500, with the borrower required to repay only the first \$500 and any amount of the total loan over \$3,000. SBA field offices have been set up at three Washington area locations to provide information and application forms: T.C. Williams High School, Alexandria, Va.; Parkside Elementary School, Manassas, Va.; County Service Building, 5012 Rhode Island Ave., Hyattsville, Md. Under the Federal Disaster Act, the Department of Agriculture runs programs for timber sale, food coupons and surplus commodities; loan and grant programs are administered by SBA and the Farmer's Home Administration; disaster-related employment assistance is managed by the Labor Department; and help is available for emergency transportation, debris removal from private property and emergency shelter and temporary housing. State and local authorities can also give assistance. Employees are advised to contact the Office of Emergency Preparedness for any information on Federal assistance programs.

AT THE MOVIES . . . This month's VIDICOM has a neat little twist. It's a question and answer session with Deputy Administrator Ken Smith and four representatives from the field--an electronics technician from RM; an air carrier operations inspector from GL; a flight service specialist from SW; and an air traffic control specialist from SO--but this time Smith asks as well as answers questions. Subjects covered include employee morale, communications and new equipment. It's showing in the auditorium this week, July 6 and 7 at 11:30, 12 noon and 12:30. Don't miss it!

AGENCY'S CO-PILOT TAKES OFF . . . FAAers are invited to help give a "big" send off to Deputy Administrator Ken Smith as he takes off for the "big" state of Texas where he will serve E-Systems, Inc., as Executive Vice President. The send-off party will include a delicious buffet at the beautiful new Portals Restaurant, Dulles International Airport, on Friday, July 14, beginning at 7:00 p.m. Reservations (\$6.50 includes buffet and gift contribution) should be made through Jim Greenwood's office, PA-1, Rm. 912, no later than July 10.

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Shreve Honored for
Meritorious Service

Receiving the Meritori-
ous Service Award from
Deputy Administrator
Smith last week in the
"round room" was William
E. Shreve, Chief, Air-
craft Programs Division,
Flight Standards Service.
Shreve who retired from
the agency after 24 years
service last month was
honored for "outstand-
ing contributions to
the Federal Aviation
Administration through
his exceptionally mer-
itorious performance in
directing the Flight
Standards aircraft pro-
grams activities and
achieving a high stand-
ard of excellence in
productivity, effi-
ciency and economy of
operations." An Army
Air Corps veteran, he
began his career with
FAA as a Flight In-
spection Pilot in 1948.
He was named to the
position of Aircraft
Programs Division Chief
in 1966.

NEW LAW EFFECTIVE...

CSC GETS BROADER EEO ROLE

A new law gives the U.S. Civil Service Com-
mission a stronger role, including additional
enforcement powers, in assuring equal oppor-
tunity in all aspects of Federal employment.
Signed by President Nixon on March 24, Public
Law 92-261 includes Federal employees and a-
gencies under the equal employment opportunity
provisions of the Civil Rights Act of 1964
for the first time, and gives the Civil Serv-
ice Commission direct authority to see that
all personnel actions in Government are free
from discrimination. Key provisions of the
act affecting Federal agencies and employees
are as follows:

- Federal agencies must submit EEO affirma-
tive action plans to the Commission annual-
ly, and the Commission may require modifi-
cation of a plan before final approval.
- Among other factors, each action plan must
provide for programs of training and educa-
tion which will afford employees an oppor-
tunity to acquire skills and abilities
needed to compete for advancement to posi-
tions of greater responsibility.
- As part of its action plan review, the
Commission will review the qualifications
of all agency officials engaged in the EEO
program, and assess the adequacy of person-
nel and resources each agency is devoting
to its EEO activity.
- Persons who allege discrimination based on
race, color, religion, sex, or national
origin will have an opportunity to file a
civil action in court if they are not sat-
isfied with the final action taken by an
agency or by the Commission's Board of Ap-
peals and Review on (Cont. on Page Two)

EEO LAW (Continued from Page 1). . . their complaints. In any event, a complainant may file a civil suit if final action on his complaint is not taken by the agency within 180 days of filing, or by the Commission's Board of Appeals and Review within 180 days of an appeal from an agency decision.

- On a finding of discrimination, the Civil Service Commission may direct whatever remedies it deems appropriate.

Civil Service regulations which will place the Federal provisions of the law into effect are being drafted and are expected to be issued shortly. *(This article appeared in the bimonthly newsletter--Equal Opportunity in Federal Employment--published by the Civil Service Commission.)*

PLANS IN THE MAKING . . . The agency's Southern Region will play host to a regional planning conference this week in Atlanta, Ga. Regional Planning Staffs, principal staff members reporting to the Associate Administrator for Plans in Washington Headquarters--which includes the Offices of Aviation Policy and Plans, Aviation Economics, Environmental Quality, International Aviation Affairs--and representatives of the V/STOL Special Projects Office will attend the conference to be held July 11-13. Topics of discussion include new aviation forecasts, changes in the ten-year plan, aircraft noise measurement, and V/STOL.

MORE PEOPLE, FEWER PLANES. . . The more people living in an area, the fewer plane owners, on a per capita basis, there are likely to be. This is what a study conducted recently for the agency shows. According to the report, the "high population density tends to limit the utility of today's general aviation aircraft," with the result that the per capita ownership figure for the larger cities is generally less than that for the smaller metropolitan areas. The report says per capita ownership tends to be low in the heavily populated Eastern part of the U.S. and high in the more lightly populated Western, Southwest and Southern regions. The study, "Relationship Between General Aviation Aircraft and Population," was prepared by an independent consultant as a planning tool to assist FAA in determining where future growth in general aviation will occur.

MILITARY/CIVIL LANDING SYSTEM BEING DEVELOPED. . . The first technical review of the progress of the six contractors working on the initial phase of a planned five-year program to develop a new common civil/military microwave landing system is under way by RD-350. Two different technical approaches are being studied under the six development contracts. Up to four contractors will be selected to continue into the feasibility stage, with one or two remaining for the final phase of the development program. In the final phase, expected to run 26 months, prototype systems will be designed, fabricated, and delivered to FAA, the military services, and NASA for use in a full flight test and evaluation program. The first replacement microwave systems would be available in mid-1978.

FRESH OUT OF SCHOOL. . . Graduates of the 1972 Long-Term Training Programs have been placed in positions that the Executive Personnel Board determined to be the next best step in career development for these individuals. Graduates and their assignments are: Education for Public Management--David L. Rickard, formerly Wash. Hq., to Program Analyst, Planning Staff, NE; William H. Thelan, formerly SO Region, to ATC Specialist, Air Traffic Division, RM. Air War College--Charles M. Bumstead, SO Region, to Planning Specialist, Planning Staff, CE. Industrial College of the Armed Forces--James M. Dermody, Wash. Hq., to Special Assistant to the Director, AL. Woodrow Wilson Fellowship at Princeton--Norman H. Plummer, SW Region, to Special Assistant to Director of International Aviation Affairs, Wash. Hq. Air Transportation Systems Specialist Program (all assigned to Wash. Hq.)--Alexander R. Hammond, Wash. Hq., to Senior Planning Analyst, Office of Aviation Policy and Plans; Charles J. Hoch, EA Region, to Policy Analyst, Office of Aviation Policy and Plans; Marvin L. Olson, AL Region, to Environmental Specialist, Airports Service; Robert J. Roche, GL Region, to Program Manager, Office of Systems Engineering Management; and Melvin M. Yoshikami, WE Region, to Program Analyst, Airway Facilities Service.

NE QUIETER MODEL. . . A new and quieter version of the Boeing 727-200 has been certificated by the agency. The new aircraft embodies advanced acoustic technology available to produce noise levels well within FAA's certification standards. Designated the Boeing Advanced 727-200, the plane is powered by three Pratt and Whitney JT8D-15 engines, housed in acoustically treated engine nacelles. The airplane is the first model of a jet transport in service prior to Dec. 1, 1969-- the effective date of new noise regulations -- to meet the noise standards specified in the regulations.

MI LEAGE \$ UP. . . The mileage rate for travel performed on and after 1 July 1972 by privately-owned automobile on the basis of personal preference has been increased from six to eight cents per mile. The increased rate is reflected in the reissuance of the Travel Handbook, 1500.13, which will be published as Order 1500.13A, Travel. Distribution of the order is expected early this month.



REPORTS ON REPORTS OUT. . . An "Index of NAFEC Technical Reports, 1967-1971," NA 72-39, compiled by the Center library, was published recently and sent to all regions and the Aeronautical Center. Issued by the NAFEC Print Shop, the report contains an index by subject and author. Researchers can begin with this volume to find out what is new in their field.



*Under Any Sign-
Let Safety Be Your Guide*

UPWARD MOBILITY FILM. . . . "What's The Matter With Alice?" will be shown as a Mid-Day Matinee in the auditorium on 13-14 July 1972--11:30, 12:00, and 12:30. The film is designed for orientation of supervisors and managers, and also for use in supervisory training programs on employee utilization, EEO training programs, and job redesign. All employees are urged to attend one showing of the film.

MR. SMITH GOES TO TEXAS. . . . FAAers are invited to give a Texas-sized send-off to Ken Smith at the Portals Restaurant, Dulles Airport, on July 14, at 7 p.m. The Deputy is bidding farewell to FAA to join a private company. Reservations (\$6.50 includes buffet and gift contribution) should be made with PA-1 today, July 10.

JCs HONOR DOBSON. . . . For his outstanding efforts to help inner-city youth learn more about aviation and transportation, Chuck Dobson, Aviation Education Specialist, GA-300, was recently presented the JC's Exceptional Service Award. Dobson's efforts helped assure that disadvantaged youth from Washington had "hands on" experience with various modes of transportation.

JOEL OBER. . . . Joel Ober, recently-retired Quality Assurance Specialist in the Industrial Division, LG, died on 6 June 1972 at the Bethesda Naval Hospital after a long illness. He had over 39 years of Government service at the time of his retirement.

AWARDS AND REWARDS. . . . Systems Research and Development Service granted Special Achievement Awards to Judith Ackerman (based on outstanding performance) and Joseph F. Sower; and Quality Within-Grade Pay Increases to Ruth A. Farnella (based on outstanding performance) and Mary V. Tucker. Flight Standards Service presented Special Achievement Awards to Julia P. Bolich, Arthur J. Bell, Reuben H. Clinkscales, Helen Monkusky, E.M. Mundy and Patricia M. Smetana (based on outstanding performance); Quality Within-Grade Pay Increases to Paul R. Boyd, Edwin N. Morey, Martha J. O'Connor, Henry H. Osborne, Barbara A. Smith, John C. Smith (based on outstanding performance), James M. Vines (based on outstanding performance), and Charles Pfrommer (based on outstanding performance); and Length of Service Awards to Robert Allen, Joseph H. Flaim, James L. Hemingway, Herbert H. Slaughter, and James F. Zahringer, all 25 years; Thomas E. Barkanic, Reuben H. Clinkscales, Clifford Dunaway, Joseph Haddad, Fred C. Larson, Cleo E. Marino, James F. Rudolph, and Virginia Sissner, all 30 years.

GUEST SPEAKER. . . . Morag Simchak, Special Assistant to the Assistant Secretary of Labor for Employment Standards, will speak to all interested employees on Wednesday, July 12, Rm. 2230, Nassif Building. Sponsored by the Federal Women's Program Coordinators, his topic will be: The Department of Labor's Role--Equal Pay for Equal Work.

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SMITH HONORED IN PARTING

Former Deputy Administrator Kenneth M. Smith, whose resignation from the agency became effective after July 14, received the Department of Transportation's highest award, the Gold Medal for Outstanding Achievement, from Secretary Volpe last week. The citation accompanying the award read in part, "In recognition of your outstanding efforts in implementing the Airport and Airways Development Act of 1970 and your many excellent contributions to the overall FAA program which have resulted in significant achievements in the National Aviation System."

"NOTABLE ACHIEVEMENTS..."

Quentin S. Taylor, Deputy Director of the Alaska Region, has been awarded a 1972 Jump Foundation Meritorious Award Certificate. In transmitting the certificate to Taylor, Under Secretary of Transportation James M. Beggs wrote, "Your many notable achievements have greatly contributed to the overall improvement and effectiveness of public administration and are most worthy of this honor." The award is given annually to a Federal employee under the age of 37.

DELIVERY TO ARTCCs AND ACADEMY SCHEDULED

REAL-LIFE ATC SIMULATORS ORDERED

A total of 28 computerized air traffic control simulators for use in the initial training of new controllers and recurrent training of journeyman controllers are being purchased by the agency for delivery to en route centers and the FAA Academy. Each simulator is identical in layout and operating controls to the real consoles currently in use at the centers. Simulators can be programmed for up to two hours of air traffic movement involving up to 90 controlled and 20 uncontrolled planes. Each simulator's program can be tailored to closely approximate the airspace boundaries, aircraft movements and weather and geographical characteristics of a real control sector. Aircraft speeds, wind effects, location of ground navigational aids and ground clutter as well as severe weather, on-board aircraft emergencies, failure of air traffic control system elements and increases in traffic can be realistically duplicated. The simulator include six "pseudo-pilot" positions from which controlled aircraft "blips" on the trainee's scope can be made to respond to control instructions. Changes in course, altitude and speed will appear on the control position exactly as they would for real aircraft. Under the \$5.3 million contract with GTE Sylvania, Electronic Systems Group, Needham Heights, Mass., delivery of the systems will begin in July 1973 with the delivery of four systems to the Academy.

REGION DIRECTORS IN "A MATURE FORUM"

"I am most encouraged with the spirited exchanges we've had during this Conference," Administrator Shaffer said after the Region and Center Directors' Conference held last week at Headquarters. "The Conference has matured into a forum for our top managers to speak out on the important issues facing us." The goals discussed at the last conference attended by former Deputy Administrator Smith were those he worked diligently to achieve during his tenure--improving (Continued on Page 3)

EASTERN REGION FLOOD VICTIMS SUFFER HARDSHIP AND LOSS. . .

Last week, a team of FAA employees from Eastern Region Headquarters went to Wilkes-Barre, Pennsylvania and found the aftermath of the worst flood disaster in Pennsylvania's history. Here is their report:

"Water swept the homes of twelve FAA employees in the Wilkes-Barre area, doing extensive and unbelievable damage. The flood waters came so fast that employees could only save themselves and families. All personal possessions, such as clothing, furniture, appliances, food and cars were completely lost and were carried away and dumped by order of local authorities to prevent the spread of disease. Many houses of FAA employees are still unlivable. Families with children are separated and living with friends and relatives. One employee and his wife have not seen their children for over ten days. One employee suffered a heart attack while cleaning debris from his water-torn house, and continues to be under intensive care at a local hospital. Lack of electricity and communications and Army-imposed restrictions limit clean-up time to daylight hours only; the burden of clean-up in the damaged homes lies squarely on the shoulders of FAAers and their families. Employees must salvage their homes while continuing to handle increased air traffic for relief at the Wilkes-Barre Airport. FAA employee personal and real property loss will run from \$150,000 to \$250,000. This amount may go higher if more structural damage to homes is discovered." Now, more than ever, contributions to the Agnes Disaster Fund are needed. In the Washington Headquarters the fund coordinator is John Frank, HQ-200.

TALKING A MAN BACK TO LIFE. . . A pilot was intent on crashing his single engine light plane and only the quiet, confident voice of the controller could dissuade him. Controller Byron Clapp of the Casper, Wy., Airport Tower talked with the highly emotional pilot for an exhausting hour-and-a-half before gaining the man's confidence. After taking off without contacting the tower, the pilot had radioed that he intended to crash the plane. That's when Clapp picked up the mike. His professional and confident manner calmed the distraught pilot who eventually landed the plane on a country road and subsequently flew back to the airport after the tower had closed for the night. This is the kind of life-saving work that FAA air traffic specialists are called upon to do -- not often -- but sometimes. During the month of June, 248 flight assists were reported--128 by flight service stations, 100 by towers and 20 by centers. There were a total of 324 people reported on board the aircraft involved. The primary causes for the assists included 152 lost pilots, 28 low on fuel, 45 involved in weather and 49 with some type of equipment malfunction. There were 91 pilots assisted by the use of radar, 102 assisted with DF, 68 with VOR orientation and 48 by the use of geographical locations. Reports indicate 23 student pilots involved, 19 gear-up landings averted, 14 flight assists at night and 15 assists aided by other aircraft.

MOVING DAY. . . After careful packing, the Rocky Mountain Region Office began moving into a new headquarters building late last month. The new three-story structure, located at 10455 East 25th Street, Aurora, Colorado, contains 48,000 net square feet of space and will house about 264 employees. The General Services Administration acquired the building for FAA, with rental starting on June 20, 1972.

280 MILLION FOR AIRPORTS. . . The agency is now accepting requests for assistance under the Fiscal Year 1973 Airport Development Aid Program (ADAP). FAA plans to obligate a record \$280 million in ADAP funds in FY 1973. This is the full amount authorized by the Airport and Airway Development Act of 1970, which established the airport assistance program. ADAP funds are obligated as follows: \$250 million annually for airports served by certificated air carriers and airports designated as "relievers" to provide separate general aviation facilities in high density terminal areas; and \$30 million annually exclusively for general aviation airports. In addition, the Act authorizes the obligation of an additional \$15 million annually for planning grants to assist planning and public agencies in formulating aviation system and airport master plans.

LUGGED INTO A GOOD IDEA. . . Ronald Taylor, ATCS at the Boston Tower, found that switching between headset and loudspeaker when receiving radio calls on the radio telephone resulted in a loss of communication. He submitted an Unsatisfactory Condition Report (UCR) that sparked an extensive engineering study by the New England Telephone Company to modify the radio receiver. Joseph Connelly, Boston Tower Chief, kept Taylor briefed during several months of study, development and testing of the successful modification, and Taylor was later awarded an Official Letter of Commendation and a suggestion certificate for submitting an idea that solved a serious problem. One little UCR can make a big improvement. Try a UCR, you may like it.



FIRST THE LAW, NOW THE ORDER. . . The first draft of the agency's proposed order to implement the recently enacted career legislation for air traffic controllers, Public Law 92-297, has been sent to all region and center directors and to office and service directors for comments and suggestions. The proposed order provides for improved retirement benefits, job training, appeals procedures, and maximum age for recruiting and retention of air traffic controllers. The final draft of the order should be completed by August 11, 1972 with wide distribution to employees shortly thereafter.

REGION DIRECTORS' CONFERENCE (Cont. from Page 1). . . the agency's:

- Tools -- Management by Objectives, Management Training, Management Personnel Information System, and Revitalizing Managers' Attitudes
- Resources -- Impact of Average Grade Reduction, of Employee Sick Leave and Compensation, and of Organizational Change
- Programs -- Field Audit Capability, Coordinating National Contract Administration, FSS Evaluation Study, Post En Route Stage A Automation and Navaid Establishment.

KEN SMITH FEATURED IN VIDICOM. . . . On the fifth and sixth days after leaving FAA, former Deputy Administrator Ken Smith appears in the Mid-Day Matinee, July 19 and 20, in VIDICOM #9, a question-and-answer program in which Smith tells all and asks some of the questions himself. Four employees from the field talk with Smith about employee morale, employee communications, FSS modernization and other topics. Showtimes are 11:30, 12 noon and 12:30 in the auditorium.

BRING YOUR I.D. IF YOU'RE TAKING A TRIP. . . . Now that routine temporary travel duty is performed without written travel orders according to Notice N 1500.27, 9 May 1972, employees must bring their FAA identification to the Travel Services Section whenever they pick up airline tickets, government transportation requests or money. Before verbal travel authority began, identification was required only for receipt of money.

MARY HEALY RETIREMENT PARTY. . . . The famous ex-red head and now ex-Manager of the Office of Headquarters Operations will be honored at a gala retirement party Wednesday, July 26, at the Marriott Twin Bridges Motel where dining, drinking, dancing, and entertainment will abound. Tickets are available from Pat Johnston, HQ-1, x68002.

AWARDS AND REWARDS . . . The Associate Administrator for Plans presented a Special Achievement Certificate to the Office of Aviation Policy and Plans for the successful planning and management of the Fourth Annual Planning Review Conference. Also, 30 Year Length of Service Awards were given to Herbert Guth, Martha Crawford, Hugh May, Vance Oakes and Raymond Shepanek. The Office of the General Counsel presented Quality Within-Grade Pay Increases to Harold P. Deeley, Jr., Richard W. Danforth, and Special Achievement Awards to Pamela M. Shadhady, Leonard A. Ceruzzi, Jerome A. Levinson, and Thomas W. Reilly, Jr. The Office of Labor Relations presented a Quality Within-Grade Pay Increase to Carol M. Arnold. The Office of Personnel presented a Quality Within-Grade Pay Increase to Wilma R. Stucker and a Quality Within-Grade Pay Increase to Germaine M. Gerard based on outstanding performance.

SEE ALL ABOUT DRUGS . . . The Employee Drug Awareness Program will be shown in the auditorium Monday, Tuesday, and Friday, July 17, 18, and 21 at 9:00 a.m. and 11:00 a.m. and at 1:00 p.m. and 3:00 p.m. This one-hour videotape program, which is required training for all FAA nonsupervisory employees (N-3000.24, 11 May 1972), was first shown as the Mid-Day Matinee on May 9, 10, and 11 as VIDICOM #7.

A BLOODY SUCCESS . . . Thanks to our red-blooded FAAers and our hard working coordinators, the FAA Blood Donor Program has topped its goal of 500 pints at 522. Thursday of each week is donor day for FAAers. Contact Helen Wisner or Betty Martin on x63253 to get complete information. Remember the benefits belong to you and yours.

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NEW NOSE ON THE BOARDS

The Agency Review Board and the Executive Personnel Board took on the General Counsel, George Carneal, as a new member recently. The decision was made by the Executive Committee, where GC is already a member, in order to provide common membership on these three important policy-making and review bodies of the FAA.

PENNINGTON GETS AWARD FOR EEO TRAINING

For developing and running the first three EEO Counselor Effectiveness Training Courses, James R. Pennington, Office of Training, recently received a Special Achievement Award from Leon Watkins, Director of Civil Rights. The week-long training uses face-to-face role-playing and instant videotape replay to help the agency's Counselors increase their skill in handling EEO cases. Counselors also get practice in researching agency orders and other materials which apply to EEO. The courses Pennington directed took place December 1971-January 1972 in Washington.

GRADE GOAL STILL TO BE MET

FREEZE ON PROMOTIONS THAWS

The agencywide freeze on promotions has been lifted, but this does not mean there will be a flurry of promotions in the near future, according to agency officials. FAA is still required to reach an average-grade goal in fiscal year 1973. Actually, the agency's average grade must be reduced to reach the goal. This will limit the number of promotions in the coming months. Responsibility for controlling the average grade is being decentralized to the regions, the Aero Center and NAFEC, with an average grade goal assigned to each. Top management believes this is the only way the regions and centers can have the flexibility needed to manage their programs and organize their work force. Measures recommended to the regions and centers to reduce their average grades include: "backfilling" vacancies at grade levels below those of previous occupants; hiring at entry levels; using technical assistants where professionals were not utilized at full skill levels; elimination of "layering"; and reviewing staffing patterns to see if they are still appropriate in light of program changes.

"GREATEST EXERCISE IN FUTILITY..."

Trying to hijack an aircraft for profit is the "world's greatest exercise in futility," Administrator Shaffer pointed out last week. Shaffer noted that all 16 attempts to hijack an aircraft for ransom so far this year have failed and the persons involved have either been arrested, killed or are under the control of a foreign government. "Given this perfect failure rate (Cont. on Page Two)

HIJACKING (Continued from Page 1). . . for hijacking/extortions this year," Shaffer continued, "it's amazing that anyone could still delude himself about his ultimate fate when undertaking such a venture. I realize the typical hijacker/extortionist is neither a stable nor rational personality, but one would think that even the most disturbed individual would have gotten the message by now. That message, of course, is that when a person buys a ticket on an airline with the idea of hijacking it for profit, he has really bought himself a ticket to prison or the morgue." Shaffer singled out the Federal Bureau of Investigation for special praise for their "mature and responsible" handling of hijacking incidents.

SMITH GETS TOP HONORS FROM FAA. . . The FAA Decoration for Exceptional Service, the agency's highest award, was presented to former Deputy Administrator Kenneth M. Smith last week by Administrator Shaffer. Smith, who served as Deputy from May 11, 1970 to July 15, 1972, was praised in the award citation "For exceptional service and leadership. Through his great spirit of purpose and dedication, he exemplified the highest standards of managerial effectiveness in the successful accomplishment of our mission. His deep interest in people as the agency's primary asset has resulted in major improvement in our communication process and in the advancement and expansion of management training programs."

THE INSTRUCTORS DO WELL. . . According to a recent study on what has happened to air traffic instructors, the FAA Academy has proved to be an excellent stepping stone to career progression. Since November of 1969 and projected through June of 1972, there have been 131 people from air traffic field facilities moved through various instructor jobs at the FAA Academy. What has happened to these people in the way of career progression: 95 have received promotions; 33 either returned to their parent facility or went to another facility in grade; and three took downgrades to get to a desired location. A further breakdown of these 131 shows that six have become facility chiefs or deputy chiefs; one went directly to a job as an evaluation proficiency development officer; 29 are evaluation proficiency development specialists; three have become data systems officers; 18 have become data systems specialists in facilities; one is a computer analyst in NASPO; 13 have gone into various specialist and instructor positions in ICAO, NASPO, Regional Offices and Washington Headquarters, while two have accepted higher positions at the Academy. Due to the rotational nature of instructor jobs, employees interested in such positions are encouraged to watch for vacancy announcements and submit applications to the Academy when appropriate. Watch INTERCOM for subsequent stories covering the career progression of Flight Standards and ET instructors.

LOS ANGELES--FIRST CDC FOR OPERATIONAL USE. . . . The first computer display channel (CDC) subsystem for use in the NAS Enroute Traffic Control System arrived at Los Angeles ARTCC on June 8. The system is being installed by Raytheon Co. and is scheduled for completion and test by early September. Although the CDC at Los Angeles is the first to be delivered for operational use, two others have been delivered--one to NAFEC for testing purposes and one to the Aeronautical Center for use in training. Fourteen additional ARTCCS are scheduled to receive CDCs by mid-1974 and initial operating capability is expected to be complete by the end of that year.

ENVIRONMENT AND TRANSPORTATION. . . . Reflecting the Transportation Department's broad attack on environmental problems related to various modes of transportation, the agency has awarded cost-sharing contracts totaling nearly \$9 million to the Boeing Company and the McDonnell Douglas Aircraft Company to study retrofitting of various jet aircraft with noise reduction devices. Under the contracts, each company will contribute about half a million dollars toward the cost, with the government paying the remainder. The Boeing contract supplements a previous cost-sharing contract awarded last year to demonstrate the effectiveness of acoustical treatment applied to the inlet and exhaust ducts of the JT3D engines installed in the 707. The new contract calls for Boeing to conduct studies applying previous 707 findings to DC-8 aircraft. The McDonnell Douglas contract covers the design, fabrication, test and evaluation of an acoustical nacelle configuration for a representative JT8D engine installed in a DC-9 aircraft to determine whether the DC-9 can be modified for significant noise reduction. Work under both contracts is to be completed late in 1973.

ICAO SEEKING APPLICANTS. . . . The following assignment is now available with the International Civil Aviation Organization: TA 10/72 Training Advisor, Level 4 (GS-13/14), Technical Assistance Programme, Jeddah, Saudi Arabia. One-year assignment initially, with the possibility of extension thereafter. Applications must be received by July 27, 1972. Additional information about duties, qualifications, salary, and benefits as well as applications are available at your personnel office. FAA employees accepting ICAO assignments are entitled to restoration rights.

RETIREMENT BOOM UNDER CONTROL. . . . Federal employees who retired on or before June 30 to take advantage of the 4.8 percent cost-of-living increase will number among 40,000+. This is the number of retirement claims the Civil Service Commission expects to process during the next few months, and CSC has set up special operating procedures and additional manpower to handle this overload. Normally, about 5,000 Federal employees retire each month and their claims are fully processed in 30 to 60 days. CSC officials expect to beat that time frame, even with the additional workload, in getting checks going to annuitants through the use of special payments--paying on the basis of a rough estimate of the annuity until the exact annuity is established. FAA's retirements numbered 1,600 between Jan. 1 and June 30. Of the 1,600 total, 1,322 retired after April 1, and 732 of these retired on June 30.

MORE ABOUT DISASTER FUND. . . The Director of the Eastern Region is heading up a committee to dispense funds donated to the special FAA relief fund initiated for Agnes disaster victims. Employees in Washington Headquarters and National Capital Airports who have suffered personal storm damage or loss should provide detailed loss information in writing to the Manager, Headquarters Operations, HQ-1, who will forward this information to the Eastern Region. This should be done as soon as possible to ensure equitable distribution of these funds. All FAA employees are encouraged to make donations, whether large or small, to the fund to help those who have lost so much. Donations may be made to Chief, Accounting Operations Division, HQ-200, in room 537B of FOB-10A.

AWARDS AND REWARDS. . . The Office of Aviation Policy and Plans presented Walter Faison with a Quality Within-Grade Pay Increase based on outstanding performance. The Office of Headquarters Operations presented Special Achievement Awards to Robert A. Wyatt, Herbert Brawley, Richard M. Hansen, Mary T. Joyce, Molly Z. Kaufman, Richard B. Keen, and Milton S. Kreisler; Quality Within-Grade Pay Increases to Linda Rogers, Daniel W. Kucerak, Major Myles, James C. Cooper, Robert K. Snyder, Joanne M. Knotts, John W. Frank, Patricia J. Johnston, Virginia Phillips, Norma J. Vanagas (all based on Outstanding Performance Ratings), and to John Warholic, Walter M. Hancock, and Reuben L. Richardson; Length of Service Awards to Cline E. Turney, Victoria E. Carr, William Heffernan, Estelle Black, Henry J. Hill, Dorothy Moran, Dorothy A. Fletcher, Mary G. Harris, all 30 years. The Office of Personnel presented a Quality Within-Grade Pay Increase to Mary M. Byrne based on outstanding performance and a Length of Service Award to Ronald J. Wright, 25 years. The Associate Administrator for Manpower presented a Quality Within-Grade Pay Increase to Marcia B. Shannon and a Quality Within-Grade Pay Increase based on outstanding performance to Teddie L. Steiner. Systems Research and Development Service awarded Quality Within-Grade Pay Increases to Eve Duggan, Leonard A. Bosin, Dorothy McGhee, and to Barbara A. White and Arthur Beier (both based on outstanding performance); Special Achievement Awards based on outstanding performance to Lillian S. Holbrook, William Gough and Warren F. Ottinger. A Special Achievement Award also was presented to Thompson J. Simpson for his patented invention, "Second-Time-Around Echo Immune Radar System." Airports Service presented Philip J. Steece and Antonio Ellini with Quality Within-Grade Pay Increases. The Office of Air Transportation Security presented Louis V. Sills with a Special Achievement Award for his contributions to FAA support of the U.S. Secret Service.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

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AGENCY FILM TAKES TWO

The FAA film, "Weather to Fly," has been receiving professional recognition. It placed third in a "Day of Visuals" competition put on by the National Visual Communication Association in New York City. More recently, the U.S. Industrial Film Festival in Chicago recognized the film "for creative excellence." The film depicts a cross-country pleasure flight with two VFR pilots in their private plane. The weather phenomena they encounter serves to acquaint them (and the audience) with the many FAA services available to help insure a safe flight.

NEW DIVISION, NEW CHIEF

Named chief of the new Operations Division in Airports Service is Bascom N. Lockett and Ralph Reid is his assistant. As reported in the 26 June INTERCOM, the new division, AS-700, will provide an organizational focal point for the new Airports Certification Program and associated functions.

CONTROLLERS TO USE SECRET BALLOT

VOTE 'YEA' OR 'NAY' FOR PATCO

As a result of a decision handed down by the Assistant Secretary of Labor for Labor-Management Relations, FAA controllers at towers, centers and combined station/towers will vote this September to determine if they wish to be represented by the Professional Air Traffic Controllers Organization as an exclusive nationwide labor organization or not to have any nationwide representation at all. (The American Federation of Government Employees and the Federal Aviation Science and Technological Association of the National Association of Government Employees last week withdrew from contention as the exclusive labor representative.) Eligible to vote in the election to be held no later than September 18 are currently employed controllers who were on the payroll during the pay period ending July 8. The election comes as a result of a petition filed by PATCO with the Department of Labor by which PATCO sought to represent non-supervisory Air Traffic Control Specialists with the principal exception of those employed as Flight Service Station Specialists and those working at NAFEC. The Assistant Secretary determined that controllers working at certain facilities already exclusively represented (Cont. on Page 2.)

FIRST EXEC CLASS NAMED

Members of the first class of potential top executives to be selected under the agency's recently initiated Executive Development Program have been named. Picked last week for the three-part development program were: Henry Christiansen, and Edwin S. Harris, Jr., Management Training School, Lawton, Okla; Benjamin Demps, Jr., Acting Deputy Chief, N.Y. Common IFR Room; Richard Lee Failor, Chief, Chicago Center; (Cont. on Page 3.)

CONTROLLERS TO VOTE (Continued from Page 1). . . by labor organizations would not participate in the election or be part of the group represented by a nationwide organization at this time. These facilities include air traffic control towers at Tulsa, Okla.; Buffalo, N.Y.; Atlantic City, N.J.; Knoxville, Tenn.; Miami, Fla.; Norfolk, Va.; Anchorage and Fairbanks, Alas.; Richmond and Roanoke, Va., and Quonset, R.I., and the en route centers at Washington, Miami, Minneapolis, Jacksonville, Boston, Fort Worth and Seattle as well as the combined station/towers located at Providence, R.I. and Shreveport, La., and controllers employed in the Panama Canal Zone. Specialists to be excluded from the election and not part of the group represented by the nationwide organization include instructors at the FAA Academy and Evaluation and Proficiency Development Specialists. The Assistant Secretary determined that primarily because of their role in evaluating the job performance of "developmentals," EPDSs are excluded from the unit to be represented. He also concluded that Academy Instructors would be excluded from the unit because they do not share a "clear and identifiable community of interest" with controllers at air traffic facilities. On the other hand the Assistant Secretary found that flow controllers also have a community of interest with other controllers "as evidenced by their common working conditions and skills." Other specialists who will take part in the election and will be represented by the nationwide organization include Area Specialists, Planning and Procedure Specialists, and Military Liaison and Security Specialists. Tentative schedule for the election is as follows: ballots will be mailed to employees' homes on September 1, and the completed ballots will be counted on Sept. 19, 1972.

SUMMERTIME READING IN FAA WORLD. . . Highlights of the August issue, which will be in your hands in a few days, include: ● While you're relaxing on your patio, take a look at how other FAAers unwind in "FAAers at Leisure." ● All-weather landing technology is being wrung out at NAFEC. Read the story of the center's state-of-the-art shakedowns in "Skinning the Cat and Other NAFEC Tasks." ● Technicians tell how they approach their patients in "The Equipment Doctors." ● Find out how suggestions and awards for them are going to get express service in "Quick Action for Hot Ideas." ● "It Happens Every Spring" tells how top-notch cooperation and organization have made a success of an FAA ladies' club's charity drive.

ICAO SEEKING APPLICANTS. . . TA-11/72 Flight Operations Expert/Flight Instructor, Level 5 (GS-14/15). . . TA-12/72 Ground Instructor (Pilots), Level 4 (GS-13/14), Asuncion, Paraguay. A thorough knowledge of Spanish essential. . . 4 years TA-13/72 Aeronautical Electronic Engineer (Project Manager), Level 5 (GS-14/15). . . 2 1/2 years TA-14/72 Aeronautical Electronic Engineer (Adviser/Instructor). . . TA-15/72 1 year Expert in Operations and Approach Procedures, Level 4 (GS-13/14), Lima, Peru. Command of Spanish essential. Applications must be received by 10 August 1972 in AIA-29. Additional information about duties, qualifications, salary, and benefits as well as applications are available at your personnel office. FAA employees accepting ICAO assignments are entitled to restoration rights.

STOL 1 GOES ON TOUR. . . . A nationwide tour featuring FAA STOL 1, the NAFEC Twin Otter, is currently being conducted by Flight Standards in conjunction with the V/STOL Special Projects Office. The purpose of the tour is to show agency people as well as other interested persons STOL performance and operational techniques. Using STOL 1, piloted by Bryant Chestnutt of the General Aviation Operations Branch, FS, the demonstrations will simulate the constraints of a STOL environment and will include steep approaches using a microwave ILS system while underlining the ability of the aircraft to accomplish short takeoffs and landings. At the request of the Florida State Government, the tour will conclude in Miami with flight operations of the aircraft being conducted as part of the public hearings for a Miami Beach STOLport site.

A PINT-SIZED ARTS . . . A prototype automated radar terminal system for low density airport areas will be built for the agency by Lockheed Electronics Co. under a \$1.5 million contract. Designed around a low-cost mini-computer, the system will display vital aircraft information, such as altitude and identity, directly on controllers' radarscopes, much the same as the ARTS III systems are presently doing at high and medium density airports. Under the Lockheed contract, FAA has the option of buying 208 production models of the new system, dubbed programmable ARTS II. Two other fiscal year-end contracts totaling \$10.4 million provide for continued IBM computer programming work and on-site software support for FAA data systems specialists who are implementing en route automation systems; and for the purchase of IBM components for the central computer complex and printer subsystems at the ARTCCs and spare printer equipment for the FAA Depot at Oklahoma City.

FLIGHT STANDARDS RETIREES. . . . Merle W. Hunter, a retiree from the Southwest Region, is proposing establishment of a Flight Standards Retirees' Association. The Association would be open to all flight inspection, general aviation, air carrier and engineering retirees (plus those who have reached 55 and may be thinking of retirement). The main purpose would be to keep in touch with each other and have periodic get-togethers to renew old acquaintances. If you are interested, send your views and recommendations to Mr. Hunter at 3704 London Lane, Fort Worth, Texas 76118.

EXECUTIVE DEVELOPMENT (Continued from Page 1). . . Perry L. Gibson, Chief, Blue Grass Field ATCT, Lexington, Ky.; Donald T. Heiman, Air Transportation Security Officer, Central Region Office; and from Washington Headquarters: Brooks C. Goldman, Staff Chief, NASPO; and George C. Hay, Acting Branch Chief, SRDS. The development program will consist of (1) an initial orientation program with top agency executives, (2) on-the-job training consisting of assignments to two different regions for about three months each, and (3) an individual plan for development including job rotation as well as educational requirements. Jobs the candidates are being groomed to fill include Associate and Assistant Administrators and Deputies; Region and Center Directors and Deputies; Service and Office Directors and Deputies, and Regional Executive Officers, a total of 94 positions.

KEEP YOUR AGNES \$\$\$ COMING 'TIL AUGUST 25. . . . As a result of the Eastern Region's continued reassessment of the Agnes flood disaster that affected many EA persons, the deadline for the submission of contributions has been set back to August 25, 1972. There are still FAAers who do not have a home to go home to, and so far only a small fraction of the flood losses of FAA people have been collected by the disaster fund. Send your contributions to Agnes Disaster Fund through your regional coordinator.

NEW SCHEDULE FOR VIDICOM. . . . VIDICOM #10--Injury Compensation--for the month of August will be shown during working hours rather than the usual Mid-Day Matinee program. A memo has been sent to all office and service heads asking their cooperation in encouraging their employees to view these programs and allowing them the time to do so.



For August, we have scheduled auditorium showings twice a day--one at 10:00 a.m. and one at 3:00 p.m.--on the following dates: August 7, 9 and 11, and August 15 and 17. VIDICOM #10 brings to light an important employee benefit--injury compensation. The 20-minute production tells the story with the help of cartoon slides and some interesting movie footage. The message is for you--the FAA Employee--so don't miss it! Incidentally, the Employee Communications Staff is anxious to receive comments and suggestions on the VIDICOM program from Washington Headquarters employees. Send your VIDICOM thoughts and desires to MN-30.

AWARDS AND REWARDS. . . . The Air Traffic Service presented Special Achievement Awards to Laurence E. Gross, George E. Manger, Sidney Lennon, Charles F. McKnight, Carol A. Ryan, Margaret J. Pyles, Sara J. Wissinger, Simeon T. Price, Richard H. Jameson, Gordon L. McNabb, Harold F. Alley and Joseph N. Deets; and Quality Within-Grade Increases to Donald L. Gaddy, Gloria D. Swanson, Wilbert A. Larson, Robert H. Orr, Robert A. Simmons, Edward Malo, Audrey L. Breeding, Leonard B. McHugh, Jessie W. Lockwood and Norman S. Kingham. Airports Service presented Quality Within-Grade Pay Increases based on outstanding performance to Horace P. Lockett, Bobbye Jo English, John A. Sekman, Joseph Forman, Robert J. Endres, Henry A. Rich, Antonio Elleni and Phillip J. Steece. The V/STOL Special Projects Office presented a Quality Within-Grade Pay Increase based on outstanding performance to Audrey P. McDowell.

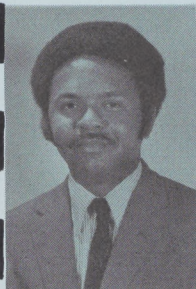
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1 August 1972

FIRST EXECUTIVE DEVELOPMENT CLASS NAMED



Henry J. Christiansen became Chief, Management Training, at the FAA's Management Training School in March 1971, after working as a senior planning specialist in the Office of Aviation Policy and Plans. A Navy veteran, Christiansen joined the agency in 1961 as an electronics engineer at the Aeronautical Center, and later changed his career field, serving with the training branch in the Pacific Region and in the Office of Training at Headquarters.



Air Traffic Controller Benjamin Demps, Jr., worked his way up to acting Deputy Chief of the New York Common IFR Room before he was picked for the Executive Development Program. An Air Force veteran, Demps continued his college education while working full time at the New York Center and graduated Cum Laude from the State University of New York last year. Before taking the IFR Room job very recently, he was Assistant Chief of the New York Center.



Air Traffic Control Specialist, Minneapolis ARTCC, was Richard L. Failor's first job with the agency back in 1958. At present he is chief of the Chicago en route center and before that, he was Deputy Chief there. Failor has attended numerous courses in management, training and communications sponsored by the agency and government. From 1967, he served at Washington Headquarters in positions such as employee development officer, ATC specialist and senior planning specialist.

BEGGS AND SHAFFER
GIVE FINAL NOD

Picked last week by the FAA Administrator and DOT Under Secretary Beggs as future candidates to fill top agency jobs were eight up-and-coming FAAers. The eight selected for the new Executive Development Program will be readied to eventually fill such jobs as Associate and Assistant Administrators and Deputies; Region and Center Directors and Deputies; Service and Office Directors and Deputies, and Regional Executive Officers. The candidates were selected by the agency's Executive Personnel Board for the O.K. by the Administrator and Under Secretary. By the time each candidate was considered by the board, he had already passed through a battery of interviews, tests and evaluations. The future executives will now participate in a three-part development program consisting of orientation, on-the-job training, and an individual plan for development including job rotation and educational opportunities.

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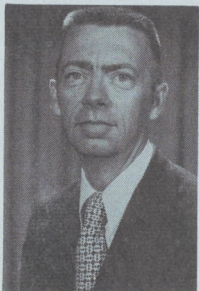
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Perry Lee Gibson, chief of the Air Traffic Control Tower at Blue Grass Field, Lexington, Ky., began his ATC career in the Air Force. Shortly after his discharge, he joined the agency as a controller at the San Antonio en route center. Before becoming chief of the Lexington facility, he served as an ATC System Programming Specialist in the Southern Region, and before that a watch supervisor at the Meridian, Miss., RATCC. He has received numerous awards and commendations during his agency career.



As Chief, Configuration Management Staff in NASPO since May 1971, Brooks C. Goldman has directed people and programs in air traffic, electronic engineering and computer programming to assure standardization in air traffic automation. Before that Goldman served in several engineering management and technical positions at Headquarters. He began his agency career in Washington in 1958 as an electronic engineer in radio navigation aids. His FAA awards include Sustained Superior Performance, Outstanding Performance and Special Achievement.



Currently serving as Supervisory Employee Development Officer at the agency's Management Training School in Lawton, Okla., Edwin S. Harris, Jr. was previously with the Office of Training as Program Manager for the establishment of the MTS and the development of its programs from mid-1970 through early 1971. This followed his completion of the Air War College Program which the agency selected him for in 1969. Harris joined the FAA's Pacific Region as an Employee Development Officer in 1964. He received a Special Act Award in 1966, Special Achievement Awards in 1970 and 1971.



George C. ("Cliff") Hay, Acting Chief, Flight Safety Development Branch, RD, has served with the agency since 1959 at Washington headquarters. He came to FAA as a general aviation operator with an extensive background as a flight instructor. In 1965, Hay, an airline transport pilot, was cited for outstanding performance by the Chairman of the Civil Aeronautics Board and the Administrator of the FAA for the development of technical engineering course material for the National Aircraft Accident Investigation School. He holds an MBA in transportation from American University in Washington, D. C.



With a background in military intelligence, Donald T. Heiman serves as Air Transportation Security Officer in the Central Region, where he went in August 1970 after holding a position in the Investigations Division at Headquarters since 1967. After his name was taken off the "deceased" list, where it was accidentally placed, Heiman was drafted by the Army in 1951. He later worked for the Civil Service Commission and the Navy. He joined FAA in May 1961 as an investigator in the Central Region.



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

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WE START WITH "A"

Notice N 1100.93 has been distributed throughout the agency and that means all FAA routing symbols have added the prefix "A"-- e.g., AWE for the Western Region, AFS for Flight Standards Service, ANA for NAFEC, etc. Use of the new symbols will help to eliminate current duplication of Department symbols which has been causing misrouting of mail.

WHAT'S IN A NAME...

It's now official. The name of the V/STOL (Vertical/Short Takeoff and Landing) Special Projects Office has been changed to the QSATS (Quiet Short Haul Air Transportation System) Office. The V/STOL Office was established in the spring of 1971 to stimulate the development of vertical/short takeoff and landing systems which are safe, convenient, economically profitable and environmentally acceptable.

AGENCY APPROVES PLANE MODIFICATIONS

CLOSING DOORS TO HIJACKERS

To prevent parachute jumps by hijackers, the agency is permitting airlines to modify their aircraft so that rear exits cannot be opened from the inside. Safety is not affected, because rear doors are not part of aircraft emergency evacuation systems. If necessary, they may still be opened from the outside. A petition to the agency from the Air Transport Association of America was approved to allow modification of 727s, DC-9s and BAC-111s, the only airline jets in U.S. service with such exits. There are approximately 1,000 of these aircraft in service. The agency's action is temporary until a final rule is issued to require modifications which will allow exits to be opened from the inside when the planes are on the ground, but not during takeoff or in flight. Six hijackers have jumped from rear exits, and only one has not been captured. A joint statement on aviation security by the Departments of Transportation and State recently declared "an all-out war on air piracy," and said, "We are confident that with cooperation from other governments, the airlines and their crews, the airport operators, and other involved organizations and citizens, we will win the fight."

OLDER PLANES WILL HUSH UP

Stringent noise standards would apply to newly produced airplanes of older type designs under a rule recently proposed by the agency. Under the proposal, new production models of jet transports such as the 707, 727, 737, and DC-9, as well as most of the business jets, would have to satisfy noise level criteria in Appendix C to Part 36 of the Federal Aviation Regulations in order to qualify for an original airworthiness certificate. (Cont. on Page Two)



ARTS KEEPS ROLLING ALONG. . . Twenty-four ARTS III systems are now fully "on the line," helping controllers handle air traffic at high and medium density airports. The latest commissionings were at Indianapolis, Cincinnati, Oklahoma City (Tinker RAPCON) and Columbus, O. Three more systems, at San Juan, Nashville and El Toro (near San Diego, Calif.) will be commissioned by the end of August. Except for four locations, each of the 24 commissioned ARTS systems is interconnected with its associated en route center, which means that location and time of arrivals and departures and identification and route information of aircraft are automatically exchanged between the computerized terminal and en route systems. This greatly reduces verbal coordination and clerical workload which have crowded controllers' time. Philadelphia, Miami and Minneapolis will be tied to their en route centers by January 1973 and Honolulu will be interconnected in a future program. Sixty-four ARTS systems will be delivered in all, including three for research and development, support, and training. All systems will be operational by 1973.

A HEADY TAX QUESTION. . . Several cities have passed laws imposing "head taxes" on airline passengers upon arrival, departure or both, in addition to the cost of the plane ticket. DOT employees traveling on official government business should pay such taxes and will be reimbursed on their travel vouchers. A decision by the Comptroller General or passage of a law by Congress will determine whether head taxes on air travel may be levied and if government employees on business must pay them. FAA Notice N 1500.28, July 26, 1972, to be distributed shortly, contains further information on payment of air travel head taxes.

CLOSE LOOK AT MANUFACTURING. . . A new program to improve the surveillance of manufacturers of aeronautical hardware is being explained in three FAA/industry meetings this month. The Quality Assurance Systems Analysis Review (QASAR) will consist of periodic in-depth evaluations of total quality control systems used by manufacturers to keep their products at certain quality and design standards. The first meeting on QASAR was at McDonnell Douglas Corp., Long Beach, Calif. on August 2; the second is at Beech Aircraft Corp., Wichita, Kan. on August 8; and the third, at FAA Headquarters on August 14. QASAR inspections by regional office people will supplement the continuing activities of the agency's Engineering and Manufacturing District Offices.

NEW NOISE STANDARDS (Continued from Page 1). . . A similar requirement would apply to foreign imports. Proposed effectiveness dates would be July 1, 1973, for airplanes weighing more than 75,000 lbs., and July 1, 1974, for those weighing 75,000 lbs. or less. "The proposal is in line with our long-standing policy of taking whatever action is technologically practicable and economically reasonable to make the airplane more compatible with its operating environment," said Administrator Shaffer.

SAFETY STANDARDS TIGHTENED. . . . New rules calling for tighter safety standards in the operation and inspection of large (over 12,500 lbs.) and turbine-powered, multi-engine airplanes used by corporations and other general aviation operators have been issued by the agency. Among the new requirements are: IFR equipment for "over-the-top" and night VFR operations; survival and radio equipment for extended overwater operations; 1,000 feet minimum altitude for VFR, and IFR altitudes for night operations; passenger briefing; fuel reserve of 30 minutes for VFR operations; icing equipment and limitations upon operations into icing conditions; a flight engineer and a second-in-command pilot on certain airplanes; a flight attendant on an airplane having more than 19 passengers on board the airplane--additional flight attendants would be required in accordance with a prescribed formula; an airplane inspection program selected by the operator and notice thereof given to FAA. The new operating rules take effect after October 23, 1972; inspection and second-in-command pilot requirements must be met after January 22, 1973.

IT'S A BIRD, IT'S A PLANE, IT'S AN ELEVATED STOLPORT. . . . A contract for the design and cost estimates of constructing elevated STOLports (short take-off and landing) has been awarded to the New York architectural firm of Parsons, Brinckeroff, Quade and Douglas, Inc., by the agency. Under the contract, the New York firm will develop architectural and engineering plans for a 2,000 by 300-foot STOLport on an elevated surface. Factors to be considered include crosswind control, turbulence, placement of fire-rescue equipment, terminal guidance systems, lighting, runway grooving and surfaces and arresting barriers. The final technical report, to be completed within 10 months, also will compare construction costs for a purely test STOLport with one that could be put into operational use following completion of a test program.

HATCH ACT IN EFFECT, BUT IN QUESTION. . . . Last week a special three-judge Federal court ruled two to one that the portion of the Hatch Act which bans partisan politics by Federal employees is overly broad and thereby violates the First Amendment. Since the special court granted an immediate stay of its own decision to permit the government to request a review by the Supreme Court, the Hatch Act as now written remains in effect until such time as the Supreme Court decides otherwise. Appeals from rulings of such special courts, which are appointed to hear cases involving constitutional issues, may be directed only to the Supreme Court of the United States.

NASPO COMES BACK. . . . In the reorganized Systems Research and Development Service, the National Airspace System Program Office (NASPO)--formerly responsible for the agency's air traffic control automation effort--is included as the Air Traffic Control Systems Division, one of six operating divisions (cut from 11) in SRDS. Spencer S. Hunn, who headed NASPO, was recently named Acting Director of SRDS, and Alexander B. Winick, who was Acting Director, became Acting Deputy Director of SRDS.

THE SHOW GOES ON. . . . Don't forget the new times for showing VIDICOM this week as announced in last week's INTERCOM. VIDICOM #10--Injury Compensation--is scheduled to be shown on August 7, 9 and 11 at 10 a.m. and 3 p.m. It will also be shown at the same times next week on August 15 and 17. This is a 20-minute program on injury compensation, a benefit which all employees need to know about. Anyone can be the victim of an accident and everyone should know what they are entitled to in such case. Cartoon slides and some good movie footage support the important message in this program. Go see it! In addition to auditorium showings, AMN-30 has closed-circuit TV equipment available to loan for group showings anywhere in the building. This equipment can be easily transported and AMN-30 personnel can give instructions on its operation. Anyone wishing to arrange showings of any of the VIDICOM productions should call AMN-30, x63905, to reserve equipment and the film.

ACR REPS NEEDED FOR MP PANELS. . . . FAA Order 3330.27, Civil Rights and EEO Procedures Applicable to the Filling of Certain GS-14 and GS-15 Positions, requires a representative of the Office of Civil Rights to serve as a member on each Merit Promotion Panel covered by that order. Because these panels are numerous, there is sometimes a shortage of personnel within the Office of Civil Rights to serve as panel members. Therefore, ACR can designate persons outside of its own staff to serve as representatives. Persons, particularly at the GS-14 level and above, who are interested in participating in this affirmative action program to assure proper consideration of minority group persons and women for positions here at Headquarters are invited to complete the application below.

TO: ACR-1

I am interested in serving as a representative of the Office of Civil Rights on Merit Promotion Panels.

Name _____ Grade _____
Routing Symbol _____ Phone Ext. _____

THANKS FOR THE MEMORY. . . . Mary Healy says thanks to all her friends who participated in "the end of my first career" party. Says Mary, "It was a warm, friendly, fun party, typical of all the wonderful people in FAA and DOT. The party will long remain in my memory and the beautiful gift pin will long bring a sparkle to my eye and heart."

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HEADQUARTERS

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

72=33 14 August 1972

**James E. Dow Named
Associate Administrator**

*Former Director of Budget
James E. Dow has been
named Associate Administra-
tor for Administration.*

*He has been acting in that
position since Clarke
Harper's retirement in
June of this year. Dow's
career with the agency
began in 1943 as an air
traffic control specialist
in the Central Region.*

*Rewards for his numerous
achievements include the
agency's Meritorious Ser-
vice Award in 1966 and
the DOT Meritorious
Achievement Award in 1968.*

*This year he was nominated
by the agency and the De-
partment for the Maurice*

*H. Stans Award for out-
standing accomplishments in
Federal financial management.*

Mahaney Airports Manager

*Appointed Manager National
Capital Airports last week
was FAA 24-year veteran*

*R. Dan Mahaney. Manager
of Washington's Dulles
International Airport since
1966, Mahaney will continue
to manage the airport while
wearing a "second hat" as
Manager NCA. He has been
associated with the
Washington area airports
since joining the agency
in 1946.*

DIRECTIVE EXPLAINS IMPLEMENTATION

ATC LAW EFFECTIVE TODAY

Advance copies of the directive to implement Public Law 92-297 regarding the second career program for Air Traffic Control Specialists was sent to our Field Directors on Friday. The advance copy of the final draft was furnished to provide timely instructions to the field so they can begin processing actions by 14 August, the effective date of the new law. Basically, the draft directive defines coverage under the law, provides procedures for the involuntary separation of an Air Traffic Controller from a covered air traffic control position for medical or operational reasons, and established procedures to carry out such controller's entitlement for up to 24 months of training for a second career. Generally, a controller covered under the law is defined in the directive as a full-time permanent employee of DOT or the immediate supervisor (Cont. on Page Two)

"DIRECT LINE" HERE TO HELP

There is an answer, and where the agency is concerned, "Direct Line" is here to see that you get answers to your questions, help with your problems, as well as consideration for your ideas. Tell "Direct Line" if there's something bugging you or something you don't understand. They don't want your name unless you want to give it, but the name of your region would be helpful should your query concern something that may be unique in your region. All answers will appear in the Direct Line column of FAA WORLD, in the Bulletin-Board Supplement and/or by mail if you provide a mailing address. Better two-way communication in FAA WORLD's "Direct Line" is what's wanted. Hope you want it too. Get those cards and letters coming to "Direct Line", AMN-30, 800 Independence Ave., S.W., Washington, D.C. 20591.

ATC LAW (Continued from Page 1). . . of a non-supervisory employee who is officially assigned to a terminal or en-route air traffic control facility and is actively engaged in the separation and control of live air traffic. This includes and is limited to full professional level controllers; those performing "flow control" duties; employees receiving developmental training at or above the established entry levels as defined by the classification standards and civil service examination announcements at time of entry on duty. Also included are controllers assigned to combined Station/Towers where the tower duties are performed on a regular recurring basis. New procedures for involuntary separation of controllers covered by the law include a request for reconsideration to the Administrator and a decision by a Board of Review if the request is denied. The Board of Review is to consist of representatives of the employee, the agency and the Civil Service Commission. Employees to be separated who choose to train for a second career will be reassigned to a PL 92-297 training pool located in the servicing manpower division. A training agreement will be executed with the employee as to the training objective, the length of the training and the conditions of entitlement. After the training is completed the employee must then either be assigned to another position in FAA or DOT, transferred to a position in another Executive agency or separated from service.

MEASURE FOR MEASURE. . . A major step toward developing technical performance standards for air traffic control operating positions has been taken by the agency. FAA people have worked closely with System Development Corp. of Santa Monica in developing standards for local controllers and ground controllers in towers and radar controller position in centers. The performance yardsticks were developed as a result of extensive liaison and testing at 17 terminal and center facilities across the country. The standards are now scheduled to be tested by headquarters representatives at a few select locations later this month. The eventual adoption of these or similar standards will provide a much needed yardstick to be used by supervisors to measure objectively the technical performance of controllers.

"A" QUIET SHORT. . . As reported last week the name of the V/STOL Special Projects Office has been changed to the Quiet, Short Haul Air Transportation System Office. Along with this change, the new routing symbol is AQS. Remember, that in order to eliminate the interdepartmental misrouting of mail, the letter "A" should precede all FAA routing symbols.

THE HIGHER THEY FLY. . . . A new standard "Get-'Em-High" departure procedure designed to reduce jet aircraft noise over airport communities has been implemented nationwide by the agency. The new departure procedure developed jointly by FAA and the Air Transport Association of America, will be used by 23 U.S. airlines operating out of most U.S. airports. Under the procedure, airline pilots will climb at full power to 1,500 feet instead of 1,000 feet under the old system. At that point, the pilot will reduce power slightly and continue climbing at a steep angle until the aircraft reaches 3,000 feet. Upon reaching 3,000 feet, the pilot will retract the flaps and complete his normal climb out of the terminal area. The higher altitude will result in lower noise levels beneath the flight path of the aircraft. The new procedure was instituted Aug. 1 after extensive "actual measurement" testing at NAFEC.

ICAO SEEKING APPLICANTS. . . . The Technical Assistance Bureau (TAB), is anxious to receive applications for upcoming vacancies in Africa, Middle East, South and Central America, South East Asia and Far East. Duration of assignments will be for an initial period of one year, but renewable thereafter by mutual consent and subject to programme requirements. TAB requires the services of personnel in the fields of air transport regulation/economics, manpower/training planning, flight operations, civil aviation and airline management and administration, aerodrome engineering, airport management, communications planning and air traffic services planning. Salaries are equivalent to GS-11 - GS-15. Additional information on position requirements, salaries and benefits, is available through your Manpower Division. Send applications to AIA-29 for review and forwarding to ICAO.

U. N. SEEKING APPLICANTS. . . . United Nations, 1 year, Instructor in Public Administration, Kuwait; 2 years, Librarian, Kuala Lumpur, Malaysia--applications due in AIA-29 by 22 August 1972; 3 years, Consultant on Manpower Planning, Teheran, Iran--applications due in AIA-29 by 5 September 1972; 1 year, Computer Systems Analyst, Accra; 2 years, Management Improvement Adviser, Kabul; 2 years, Advisor in Personnel Administration and Training, Kabul--applications due in AIA-29 by 11 September 1972. U.N. salaries are determined by candidates' qualifications. Additional information about duties, qualifications, and benefits as well as applications, are available through your Manpower Division. FAA employees accepting assignments with International Organizations are entitled to reemployment rights.

NATIONAL FIELD OFFICE DIRECTORY DELAYED. . . . Publication of the July issue of the NFOD has been delayed in order to include several hundred changes related to recent revisions of field facility organizational patterns. The new directory with complete up-to-date listings is now scheduled to go to press Sept. 15.

NEW CHAIRMAN FOR CIVIL RIGHTS COMMITTEE. . . . William Reddick is the new Chairman of the Washington Headquarters Civil Rights Committee. He succeeds Carl Schellenberg, the first Chairman, who recently accepted a position in the Regional Counsel's Office in the Rocky Mountain Region. He holds an EE degree from the University of Oklahoma and a Master's degree in System Management from the University of Southern California. He has served the Civil Rights Committee as member-at-large during the past year.

THE SHOW GOES ON. . . . On Tuesday and Thursday of this week--that's Aug. 15 and 17--VIDICOM #10 entitled Injury Compensation will again be shown at 10 a.m. and 3 p.m. If you missed it last week, we'll be looking for you!

ADMINISTRATOR GIVES GROUP ACHIEVEMENT AWARD. . . . Five employees of the Office of Air Transportation Security received a Special Achievement Award from the Administrator for special service in the public interest in aviation security matters. This award was granted for successful efforts in developing security regulations and guidance for the FAA and industry which contributed significantly to aviation safety and deterrence of air piracy. The recipients were James T. Murphy, Director; Albert L. Butler, Chief, Air Operations Security Division; Joseph K. Blank, Chief, Ground Security Branch; Thomas F. Walsh, Jr., Chief, In-Flight Security Branch; William J. Dailey, Air Terminal Security Specialist, Ground Security Branch. James E. Dow, now Associate Administrator for Administration, presented the Special Achievement Award certificates for the Administrator in a special ceremony on July 25.

IT WAS A VERY GOOD YEAR. . . . The FA Club Girls' Softball Team took their league championship for 1972. The final game, played on Field 18 on 27 July against the NLRB Untouchables, was a game to remember. Trailing in the fifth inning with the score 5-2, the girls suddenly exploded and batted in 10 runs. The remaining two innings were action-packed with both teams making an all out effort to take home the trophy. The game was ended on a brilliant play when Mary Heinrich at shortstop returned a slow grounder to Karen Burton at first, only a split-second before the runner touched the base. The final score was 16-12. The girls lost only one this season to, of all teams, the Untouchables. Winning the championship may give the FA Club team the opportunity to move up one league for next year's competition. Congratulations to the team that knew how to "sock it to'em": Donna Cox, Captain; Rosa Jones, Francis Hughes, Kathy Aust, Karen Burton, Mary Ann Peretin, Mary Heinrich, Ruth Ann Herdman, Carol Mehalso, Amy McElveen, Diane Seeger, Brenda Oswalt, and Evelyn Woods. Deserving much credit are Mike and Paul DeRosa, the Coaches, and Bill Morehouse, Team Manager.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

72-34 21 August 1972

TV TECHNICAL ADVISOR

Selected to act as technical advisor for the filming of a television segment of the ABC television series "Room 222" in Hollywood, Calif., last week was a black FAA aviation education specialist, Charles L. Dobson. A veteran Air Force and commercial rated (Cont. on Page 2)

EMPLOYEE COMMUNICATIONS DIRECTOR HONORED

Director of the agency Employee Communications Staff, Leo I. Beinhorn, is to be honored by the New York Federal Executive Board "For Outstanding Service" in creating a 30 minute television program which outlines the services and activities of the Eastern Region. Besides appearing in the show as moderator, Beinhorn directed and produced the aviation oriented production. The program is expected to be aired on New York TV this fall. Film versions are already being widely circulated within the agency and being shown under the auspices of the FEB to explain FAA's mission.

FOUR FSSs ARE TRAILBLAZERS

NEW WEATHER SERVICE ALOFT

Pilots flying West Coast routes between Seattle and Los Angeles are the first to benefit from the agency's new Enroute Weather Advisory Service, which went into operation at four flight service stations this month and will be expanded over the next four years to provide nationwide coverage. The inaugural FSSs are Seattle, Portland, Oakland and Los Angeles where EWAS units of six specialists at each station are providing airborne pilots with the latest weather information on "weather-only" radio frequencies. EWAS is a separate unit within each FSS. In this way the specialists can devote full time to giving the best possible weather information to in-flight pilots. Selected under Merit Promotion, the specialists received a special four-week training course at the FAA Academy before assuming their new jobs, in which they use radar weather displays, the latest weather sent over teletype and facsimile equipment that makes satellite weather photos. EWAS is scheduled to operate in 44 FSSs nationwide, with the next group of eight stations to begin service in the New England, Eastern and Southern Regions.

ATC LEGISLATION STUDIED

Employee Development Specialists from all 11 operating regions met in Washington last week to study how to administer the retirement and second career program aspects of the recently enacted ATC Career Development Legislation, P.L. 92-297. The legislation became effective 14 August 1972 and approximately 193 ATCSs are expected to come under coverage of the law during fiscal year 1973. Major topics discussed at the meeting were: background of the legislation leading to P.L. 92-297; training responsibilities under the law; and program reports and budgeting.

INGENUITY SAVES PILOT. . . . "Ingenuity" is the by-word for Oakland Bay TRACON controllers who talked down a distraught pilot recently. When the pilot would not answer on his voice radio, controllers obtained information regarding altitude, fuel and flight conditions by transmitting blind and asking the pilot to respond with a series of idents and transponder code changes. After a safe landing the pilot reported that he had been too scared to talk during most of the incident. During the month of July, 295 flight assists were reported--170 by flight service stations, 96 by towers and 29 by centers. There were a total of 470 people reported on board the aircraft involved. The primary causes for the assists included 180 lost pilots, 37 low on fuel, 54 involved in weather and 72 with some type of equipment malfunction. There were 109 pilots assisted by use of radar, 158 assisted with DF, 65 with VOR orientation and 44 by the use of geographical references. Reports indicate 21 student pilots involved, 19 gear-up landings averted, 34 night assists and 19 aircraft aided by other aircraft.

HERE TO HELP YOU. . . . You don't have to give your name when you ask "Direct Line" a question these days. "Direct Line" is here to see that you get answers to your questions, help with your problems as well as consideration for your ideas. Just ask your question and give the name of your region in case your query concerns something that is unique to your region. Answers will appear in the FAA WORLD "Direct Line" column, in the Bulletin-Board supplement and/or by mail if you provide a mailing address. Write to "Direct Line," AMN-30, 800 Independence Ave., S.W., Washington, D.C. 20591.



"ROOM 222" (Continued from Page 1). . . pilot, Dobson provided aviation and educational expertise during the week-long TV filming at the Twentieth Century Fox studios. The show features a "Learning Through Aviation" theme and stars Lloyd Hanes who plays the role of a teacher in the weekly TV series. The show is scheduled for programming in the fall.

MORE AND MORE TRAVELERS. . . . The total number of airline passengers using the two FAA-operated airports in the Washington D.C. area during FY 1972 jumped 10.2 percent over the FY 1971 number. Using Washington National and Dulles International airports were a grand total of 12,610,212 airline passengers. This increase compares with a 3.2 percent decrease during the previous fiscal year. At Dulles, the number of arriving and departing airline travelers was up 13 percent, rising from 1,927,579 in FY 1971 to 2,178,623 in FY 1972. International passengers were up from 308,453 to 414,107, a gain of 34 percent. National Airport, meanwhile, registered a 9.7 percent increase in domestic airline passenger traffic, from the FY 1971 level of 9,512,815 to 10,431,589.

ICAO SEEKING APPLICANTS. . . . The following assignments are now available with the International Civil Aviation Organization for 2 years in MONTREAL: 13/72 Technical Officer, Aeronautical Information and Charts, Aeronautical Information and Charts Section, Flight Branch, Air Navigation Bureau, P-3 (GS-11/13). . . 14/72 Language Officer (Interpreter/reviser), P-4 (GS-13/14. . . 15/72 Language Officer (Reviser/interpreter), P-4 (GS-13/14. . . 16/72 Language Officer (Translator/interpreter), P-3 (GS-11/13). The following applies to position numbers 14, 15 and 16, Russian Section, Language Branch, Bureau of Administration and Services. Mandatory: Russian mother tongue or the language used for the purpose of education. Demonstrated ability to interpret into Russian from English, and from French or Spanish. Ability to translate into, and to write in Russian, with a thorough knowledge of syntax and style. A profound knowledge of English, and a sound knowledge of French or Spanish are essential. A knowledge of other languages would be an asset. . . 17/72 Terminology Officer, Interpretation, Terminology and Reference Section, Language Branch, Bureau of Administration and Services, P=4 (GS=13/14). . . 18/72 Procurement Officer, Procurement and Supply Section, Project Operations, Technical Assistance Bureau, P=3 (GS-11/13). Applications due in AIA-29 by 12 September 1972.

U.N. SEEKING APPLICANTS. . . . The Position listed in INTERCOM dated 14 August 1972. . . Consultant on Manpower Planning, Teheran, Iran; is 3 months not 3 years.

MOVIN' ABOUT. . . . If you're mobile and want to continue receiving FAA WORLD at home in the mail, here's your form. If you moved from one region or center to another, submit your change of address to control point in the region or center to which you moved. Be sure to include your Social Security Number and Zip Code on the form. Good reading! In Washington Headquarters send your change of address to AHQ-431.

C A R D S 1 & 2	CCP USE (Col. 1)	FAA WORLD MAILING ADDRESS	PRIVILEGED INFORMATION NOT TO BE RELEASED TO THE PUBLIC	NEW	CHANGE	UNDESIRE
	SOCIAL SECURITY NO. (Cols. 2-10)			DATE ADDRESS EFFECTIVE	ROUTING SYMBOL/ FACILITY NAME	EMPLOYEE SIGNATURE
C A R D 1	LAST NAME (Cols. 11-33)					INITIALS (34-35)
	APARTMENT NO. AND/OR CARE-OF (Cols. 36-64)					
C A R D 2	STREET ADDRESS OR POST OFFICE BOX (Cols. 11-39)					
	CITY (Cols. 40-58)				STATE (Cols. 59-62)	ZIP CODE (Cols. 63-67)
FOR CENTRAL CONTROL POINT USE ONLY						
REGCTR (Cols. 74-75)	OPTIONAL USE (Cols. 76-79)	MAIL CODE (Col. 80)	CENTRAL CONTROL POINT SIGNATURE			DATE

DIAL-A-NEWS. . . Starting next Monday, INTERCOM Broadcast Briefs will be on the air--or at least on the telephone. For the latest agency news, dial x63232 and get the word on a recorded message. IBB will tell the news from all Offices and Services--first floor to tenth; from American Samoa to Brussels, from wherever FAA people are working, when it is of interest to FAAers.

GIRL TALK. . . Talking about "Careers, Women and DOT" will be Headquarters' former Chief of the EEO Staff, Herbert A. Scurlock. Now he's Chief, Personnel Programs Division in the Office of Personnel and Training at OST. Scurlock will speak to DOT employees on Wednesday, August 30 at 12 noon in Room 2230, Nassif Building. The Department's Federal Women's Program Coordinators are sponsoring the mid-day affair.

IN MEMORIAM. . . Former TRANSPO 72 Staff Member Elmer G. Todd passed away on Sunday afternoon, August 13, 1972. Elmer's work with the TRANSPO Operations Division as Technical Planning Specialist often involved long and tedious hours. His dedication and enthusiasm along with his pleasant personality never quit. He will be missed by his fellow employees.

AWARDS AND REWARDS. . . The Systems Research and Development Service granted Quality Within-Grade Pay Increases to Kenneth Wise, James R. Nelson, Roger Y. Pierre, Lucille A. Pearson and William S. Bushell, and presented a Special Achievement Award to Jean Casciano based on outstanding performance. The Office of International Aviation Affairs presented Special Achievement Awards to Bion Estabrook, Stanley Ratomsky, Robert Corn, Vera Rothenberger, Hattie Parker, Silas Little, Carl Anderson (based on outstanding performance), Harry J. Burton, James Jefferson, and Paul Bivens; Quality Within-Grade Pay Increases went to Addison Reynolds (based on outstanding performance). Length of Service pins were presented to Elwin Lorbieski, - 25 years, and Carl Anderson, 30 years.

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SPECIAL

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

21 August 1972

Are you aware of the people who made up the high volume of retirements throughout FAA during the last few months? This Special INTERCOM will bring you pretty much up-to-date on the "who's and where's" in case you haven't gotten the word. The Alaskan Region and the Aeronautical Center listings are for the first six months of Calendar Year 1972; all other regions, NAFEC and Washington Headquarters listings cover the period April 1 through June 30, 1972.

AERO CENTER



DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

The Aeronautical Center listing of retirees covers the six-month period Jan. 1 through June 30, 1972. A total of 188 employees retired during that time and the combined years of service would soar up into the thousands. There were 46 employees with 30 to 40 years service, 117 with 20 to 30 years service, leaving only 25 with under 20 years service. They are:

- Eugene L. Maulding, James Clair Monroe, Ellard W. Foster, Howard W. Gould, Bernard F. Harter, John H. Haugan, Robert L. Hoffer, Joseph J. Manning, Roy C. Olinghouse, Carl M. Moore, Harold D. Murphy, Fern D. Nolan, Edward A. Schmidt, William S. Slavich, Roy W. Speakes, Roy A. Yeltman, Kenneth T. Archer, Roger M. Blizzard, Neil A. Fox, Johnny E. Griffin, David M. Hammett, Jr., Leslie J. Hoff, W. Byron Hook, Fred M. Marks, Rex P. Merilatt, James H. Milburn, Jack E. Hamm, Robert L. King, Alfred E. Krag, James L. Nichols, Lucille B. Taylor, Joe L. Young, Jack C. Morgan, Cecil H. Pegues, James T. Jones, Jr., Lucas Perry, John W. Patterson, Bernard C. Reynolds, June R. Grayson, Genevieve G. Staples, Eugene C. Reichart, Robert J. Winkler, Kenneth E. Baker, Carl D. Steele, Warren W. Smith, Buster M. Davidson, P.G. Russell, William H. Simons, Daisy W. Myers, Albert J. Melead, Richard C. North, Joseph C. Terry, Glenn R. Hightower, Frederick A. Kelley, Harrison M. Wagner, Roy F. Meinecke, Hardie E. Talley, John A. Sparks, Kenneth J. Seal, Joseph S. Sell, Clifford R. Swadley, John J. Swearingen, Margaret L. Tuller, Edward S. Von Seutter, Samuel I. Walker, Christine Whitman, Opal F. Wiggins, Reinhardt H. Will, Elizabeth S. Worley, William M. Crosby, Henry M. Bridges, Myron P. Gerred, Virgie E. Bryant,

Virgil A. Fisher, Norman C. Heidger, Claud C. Keenan, Winifred C. Ladd, Jesse H. Leonard, Zella A. McConchie, Charles E. Pratt, Arthur Schmitt, Doyle H. Staples, Raymond W. Teague, Esther C. Woods, Ernie L. Burdine, Charles W. Abbott, Lonnie L. Arthur, Easter G. Brown, Louis Burr, Herman A. Cleaton, Laverne D. Davenport, Raymond L. Divelbliss, N. Jane Eastham, Pauline A. Faulkner, Mildred C. Hawk, Walter T. Holt, Alfred B. Ingle, Omilee Jones, Joseph M. Kelly, William E. Kerr, Robert S. Lee, Ernest R. Maxey, Robert A. Moseley, Donald J. Odvody, Maurine Peaden, Otis J. Pearson, Donald E. Perceful, Ermin Prchal, Thorn Ring, Frederick P. Schur, Harold C. Scott, Warren Q. Smith, Russell Albertson, Wallace A. Darrah, Frank I. Hauser, Richard Holman, Mark E. Hood, Earldean H. Malone, Clyde Montgomery, Ernest A. Smith, Haskell Wilson, James R. Brigman, Floyd A. Clarkston, Clifford L. Crawley, William O. Dawson, Helen E. Domoney, Katie Gardner, Adrian P. Hart, Margaret E. Hood, Junior M. Bullard, Lenita I. Kimery, Asia M. Krause, John H. Lanisus, Marjorie J. Monroe, Bessie O. Moseley, Arthur R. Phillips, Donald L. Richmond, Shedrick P. Rutledge, Raymond A. Seifried, Norma E. Stolhand, Marvin Thomas, Pauline R. Whittemore, Garland W. Woolsey, Madeline S. Judkins, Bess Simpson, Jesse G. Lewis, Merle C. Chafin, Lillian H. Self, Jay Bedford, Robert L. Elkins, Alice E. McComas, Orbe L. Newby, Robert P. Miller, Cecil H. Sharp, Clyde R. Arnold, Clarence L. Anderson, George W. Siegle, Anthony R. Mannarino, Charley B. Meyers, Jr., Kate B. Tubre, J.N. Graham, Luther J. Horton, Lee A. Eisenbach, Elaine Gillette, Roger J. Lowry, Lewis B. Johnson, Burl C. Shafer, Robert E. Thompson, Loraine L. Wagner, Helen K. Hart, Phonnie W. Lewis, Carl S. Miller, Ernest E. Allen, Hugh B. Griffin, Marion F. Wade, Dan Gatz, Charles M. Tuell, James W. Patton, Helen C. Mace, Katherine Van Horn, Imogene L. Millican, Nadine B. Stilwell, Donnie F. Nixon, Ivan C. Borrell, Eugene D. Lawson, Milton O. Saunders and Juanita S. Shive. Roy L. Taylor.



DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

The listing for the Alaskan Region retirees is also for the first half of calendar year 1972. Exactly one-hundred employees hit the retirement trail during that time and they are:

George Allen, Joe Aprill, Albert Burnham, James Cartwright, Sidney Collins, Lester Drake, Orin Farr, Thomas Clazier, Fred Glover, Paul Goforth, Stanley Gruener, Anker Hanson, Bill Harris, William Herbert, Loren Horn, Harold Ivanoff, Boothe Joslin, Louis King, Arthur Lappi, Wayland Lipscomb, Jesse Malone, Robert McLaughlin, John McQueen, Carl Melton,

SPECIAL intercom

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Eugene L. Maulding, James Clair Monroe, Ellard W. Foster, Howard W. Gould, Bernard F. Harter, John H. Haugan, Robert L. Hoffer, Joseph J. Manning, Roy C. Olinghouse, Carl M. Moore, Harold D. Murphy, Fern D. Nolan, Edward A. Schmidt, William S. Slavich, Roy W. Speakes, Roy A. Yeltman, Kenneth T. Archer, Roger M. Blizzard, Neil A. Fox, Johnny E. Griffin, David M. Hammett, Jr., Leslie J. Hoff, W. Byron Hook, Fred M. Marks, Rex P. Merilatt, James H. Milburn, Jack E. Hamm, Robert L. King, Alfred E. Krag, James L. Nichols, Lucille B. Taylor, Joe L. Young, Jack C. Morgan, Cecil H. Pegues, James T. Jones, Jr., Lucas Perry, John W. Patterson, Bernard C. Reynolds, June R. Grayson, Genevieve G. Staples, Eugene C. Reichart, Robert J. Winkler, Kenneth E. Baker, Carl D. Steele, Warren W. Smith, Buster M. Davidson, P.G. Russell, William H. Simons, Daisy W. Myers, Albert J. Melead, Richard C. North, Joseph C. Terry, Glenn R. Hightower, Frederick A. Kelley, Harrison M. Wagner, Roy F. Meinecke, Hardie E. Talley, John A. Sparks, Kenneth J. Seal, Joseph S. Sell, Clifford R. Swadley, John J. Swearingen, Margaret L. Tuller, Edward S. Von Seutter, Samuel I. Walker, Christine Whitman, Opal F. Wiggins, Reinhardt H. Will, Elizabeth S. Worley, William M. Crosby, Henry M. Bridges, Myron P. Gerred, Virgie E. Bryant,

Distribution: WRNCM-7; FOF-0 (normal).

Virgil A. Fisher, Norman C. Heidger, Claud C. Keenan, Winifred C. Ladd, Jesse H. Leonard, Zella A. McConchie, Charles E. Pratt, Arthur Schmitt, Doyle H. Staples, Raymond W. Teague, Esther C. Woods, Ernie L. Burdine, Charles W. Abbott, Lonnie L. Arthur, Easter G. Brown, Louis Burr, Herman A. Cleaton, Laverne D. Davenport, Raymond L. Divelbliss, N. Jane Eastham, Pauline A. Faulkner, Mildred C. Hawk, Walter T. Holt, Alfred B. Ingle, Omilee Jones, Joseph M. Kelly, William E. Kerr, Robert S. Lee, Ernest R. Maxey, Robert A. Moseley, Donald J. Odvody, Maurine Peaden, Otis J. Pearson, Donald E. Perceful, Ermin Prchal, Thorn Ring, Frederick P. Schur, Harold C. Scott, Warren Q. Smith, Russell Albertson, Wallace A. Darrah, Frank I. Hauser, Richard Holman, Mark E. Hood, Earldean H. Malone, Clyde Montgomery, Ernest A. Smith, Haskell Wilson, James R. Brigman, Floyd A. Clarkston, Clifford L. Crawley, William O. Dawson, Helen E. Domoney, Katie Gardner, Adrian P. Hart, Margaret E. Hood, Junior M. Bullard, Lenita I. Kimery, Asia M. Krause, John H. Lanus, Marjorie J. Monroe, Bessie O. Moseley, Arthur R. Phillips, Donald L. Richmond, Shedrick P. Rutledge, Raymond A. Seifried, Norma E. Stolhand, Marvin Thomas, Pauline R. Whittemore, Garland W. Woolsey, Madeline S. Judkins, Bess Simpson, Jesse G. Lewis, Merle C. Chafin, Lillian H. Self, Jay Bedford, Robert L. Elkins, Alice E. McComas, Orbe L. Newby, Robert P. Miller, Cecil H. Sharp, Clyde R. Arnold, Clarence L. Anderson, George W. Siegle, Anthony R. Mannarino, Charley B. Meyers, Jr., Kate B. Tubre, J.N. Graham, Luther J. Horton, Lee A. Eisenbach, Elaine Gillette, Roger J. Lowry, Lewis B. Johnson, Burl C. Shafer, Robert E. Thompson, Loraine L. Wagner, Helen K. Hart, Phonnice W. Lewis, Carl S. Miller, Ernest E. Allen, Hugh B. Griffin, Marion F. Wade, Dan Gatz, Charles M. Tuell, James W. Patton, Helen C. Mace, Katherine Van Horn, Imogene L. Millican, Nadine B. Stilwell, Donnie F. Nixon, Ivan C. Borrell, Eugene D. Lawson, Milton O. Saunders and Juanita S. Shive. Roy L. Taylor.



DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

The listing for the Alaskan Region retirees is also for the first half of calendar year 1972. Exactly one-hundred employees hit the retirement trail during that time and they are:

George Allen, Joe Aprill, Albert Burnham, James Cartwright, Sidney Collins, Lester Drake, Orin Farr, Thomas Clazier, Fred Glover, Paul Goforth, Stanley Gruener, Anker Hanson, Bill Harris, William Herbert, Loren Horn, Harold Ivanoff, Boothe Joslin, Louis King, Arthur Lappi, Wayland Lipscomb, Jesse Malone, Robert McLaughlin, John McQueen, Carl Melton,

Henry Nashalook, Vernon Neff, Bob Noel, William Parrett, Raymond Rivers, Gene Russell, Anton Schultz, Cyril Schneider, Albert Slone, Marvin Snow, Ruth Stephen, Larry Taranoff, Gail Theide, James Vrooman, Billie West, Gordon Young, Juan Abeita, Marvin Anderson, Gordon Baber, Richard Brannon, Thomas Cianfrani, Glen Daniels, Lee Devlin, Toby Espinosa, Major Grotts, Wayne Hall, Gordon Halsten, Robert Hoffman, John Hyatt, Charles Irwin, James Jernigan, Norman Jones, William Jones, Wallace Leask, George Leese, Paul Leschig, Milton Morrison, Joseph Pagano, William Price, Frances Scott, Charles Swim, Clifford Uzzell, Paul Vick, Alma Werre, Jack Williams, Allen Woodward, James Boothe, Sara Howe, Jacqueline Knox, John Kubek, Marguerette Miller, Doris Moore, Robert Parkins, Clarence Beckhorn, John Brown, Roy Henage, Jack Jefford, Clyde Johnson, Lester Juhnke, Leslie McCurdy, Frederick Quinby, Lawrence Rogers, Russell Simpson, Richard Thwaites, George Woods, Thelma Brito, Louise Fink, Florence Liffick, Kathryn Lillie, H. Irene Masters, Erma Breshears, Thelma Bowring, Robert Williams, Bruce Arndt, Norris Rush and Stanley Erickson.



The 72 Central Region employees who retired had plans ranging from a trip around the world to a retirement nest in the Ozarks to a second career. The Central Region said farewell to:

Raymond Chaffee, Hubert Beauchamp, Byron Cole, James R. Kerr, Mark F. Mitchell, Wilbur J. Holtke, Charles W. Mitchell, Herbert D. Dahlene, Ronald R. Baublitz, Richard P. Chappell, Carl Basham, Raymond A. Guss, Leland Nutterfield, William Conniff, Walter Glotzbach, John E. McMasters, Claude Schmidt, Wilfred Chaves, Helen G. Stanley, Don Randolph, Lawrence Hopper, Lucille Gorrell, Warren P. Hurst, George C. McClary, Earmel Kirk, Foster Wiley, Nolah Wesely, Helen White, Loren Long, Hugh Hayes, Audrey Garrett, Harmon Williams, Wayne Nash, Bengt J. Lumblad, James Gammon, William Knoth, Jr., Fred Zellmer, James Kidd, Lee Keller, John E. Wilkins, Evelyn McElhaney, Warren Rowe, Norman Realph, Leslie R. Eichen, Ivan A. Cidlik, Roy P. Williams, Melvin Wood, Madeline Farrell, Russell Huff, Maynard Skinner, Carlisle Pipes, Bernard Piper, Donald Updike, Robert Shindler, Jean Ostiguy, Billy J. Cunningham, Gene Frain, Lorene Neptune, Anna Marie Morris, John Hall, John Carran, Thomas A. Peterec, Joseph Wujcik, Robert Russell, Angelyn Honan, Albert V. McKnight, John D. Lawrence, Robert C. Hartman, Norman Burrows, Richard D. Finch,

Theodora J. Stocklos and Otis Stewart.



**EASTERN
intercom**

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

Of the 101 retirees in the Eastern Region, 32 were from the regional headquarters and the remaining were from various facilities throughout the Region:

Francis X. Peterson, Rebecca Segal, Esther Evans, Rosemae M. Katzen, Alphonse L. Vetere, Harry Rosenthal, John T. Kraus, James E. O'Brien, William H. Siegmund, Frank Lombardo, Ernest J. Czikk, Ruth L. Wixon, Paul L. Perkins, Harold Meyer, Joseph F. Higgins, Eileen T. Hussey, Oscar Fisher, Helen M. Pagani, Alfred F. Moucka, Angelina Dollard, Emily Young, Axel J. Nogard, Jr., Edward Bankston, Gomer W. Games, Margaret A. Matthews, Walter C. Cederlund, Jay A. McCausland, John M. Noble, Jr., Joseph C. Ramsey, Henry H.H. Mathews, Linda O. Gotta, Eleanor Tork, Harry D. Brewer, Luther Fleming, Russell Leinbach, Harry Fried, John J. Vidovich, Charles R. Smith, Eugene A. Zsuffa, Joseph McDermott, William B. Minuse, Thomas F. Paledes, Clarence H. Booker, Vincent A. Alukonis, James Maglione, Samuel Beard, Guy LaPorte, Frederick Motley, Arthur Smith, Edward Boyde, Gene Miller, Paul S. Corn, William J. Burke, Peter D. Hutchinson, Thomas S. Eaton, Nelson E. Cordle, Gerald P. Mack, Lee R. McKivrigan, Vincent V. Vasta, Frank A. Bellinger, Jr., Michael Hatches, Fred J. Kienzle, Michael J. Zeman, Gertrude Horvath, Sabina Marhart, Walter G. Miller, John F. Colclaser, Walter E. Cummings, Virginia Benge, Richard S. Ackerman, Ferdinand Qually, Charles P. White, Rupert C. Tiffany, Bernard D. McKenzie, Carlton T. Anderson, Irving S. Lawrence, John T. Monts, Samuel Baglio, Theodore J. Rodrigo, Robert P. Fletcher, Bervard Holmes, Alfred G. Loscomb, James C. Locurto, Gerard C. Boon, Jr., Joseph J. Reino, John J. Ruane, Karl E. Waterman, Randolph G. Wendel, Glenn I. Richards, Don Marche, Max L. McSherry, Thomas P. Malone, Richard C. Irvin, Eugene Paczkowski, William C. Bray, Kenneth K. McMehen, William P. Barton, Elias M. Hirschenson, Thomas D. Lewis, Samuel Sorkowitz and Alpo Aarnio.



**EUROPEAN
intercom**

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

The Europe, Africa and Middle East Region had no retirements during April or May of this year, but four employees

retired on June 30. They are: Joseph Farinacci, George M. Ross, and Theodore C. Uebel, all stationed in New York City, and Donald M. Fulton, stationed in Frankfort, Germany.



GREAT LAKES
Intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

The Great Lakes Region experienced a significant increase in the total number of retirements for the 4th quarter of FY 1972 with an average retirement age of 53. Retirees were mostly males with nearly 65 percent of the 96 retirements occurring within the Air Traffic Division jurisdiction. AGL wishes happy retirements to:

Dale R. Allman, Frank R. Bahun, Russell E. Balding, Winslow Balluff, Louis R. Balwinski, Robert C. Bannister, James W. Barganier, Delbert L. Barlett, James J. Bayer, Fred A. Blackburn, Frank C. Bliesener, Jr., Leonard Brancato, Edwin A. Brown, Samuel B. Bryan, Fay W. Colburn, Clinton A. Cornelius, Walden A. Danielson, Montague E. Davis, Stanely R. Davis, James W. Denning, Leonard Dolin, James E. Doty, George Eisenhart, Dorothy K. Ellis, Robert C. Evans, Melvin F. Fisher, Stephen R. Ford, Alvin M. Foreman, John Gallagher, Wortley E. Garrett, Oscar A. Hager, Helen J. Hall, Elliott O. Hammond, Robert R. Harris, Harold C. Hartely, Rolf Hempel, John J. Hoover, Guy F. Humphrey, John W. Hunt, Keith Hunter, Clifford R. Janey, Robert M. Johnson, Amos Jones, Kermit B. Karnes, Theodore C. Kiesow, Wallace L. Kuhr, Harlan H. Kriesel, Robert R. La Course, August H. La Renzie, Charles A. La Sanska, Elton Lia Braaten, Everett C. Lindquist, Elsie R. Lipski, Lloyd A. Lovaasen, Don W. Lowrey, Edward T. Lutz, Peder O. Matson, Robert D. Mc Namara, Harold Michael, Harold K. Miller, William B. Miller, Elbert C. Monkman, Edward J. Morrissey, Keith Muir, Cleopatra L. Nemer, Harold B. Page, Charles B. Paris, William W. Pearson, Owen L. Prichard, Bernard P. O'Dea, William H. Quinn, Earl L. Reshaw, Glen Ridens, Robert T. Ropke, Alfred C. Rounds, Alexander M. Samus, Irma M. Schlehuber, Frederick M. Schrenk, Marvin O. Schwaegler, Marie E. Sedlack, Charles V. Sedlmeyer, Frank J. Sekach, Eugene M. Shaefer, Charles R. Shaffer, John C. Sizer, James C. Sortwell, Virginia C. Stefen, Walter P. Stirchak, Robert S. Sweet, Edwin C. Tuttle, James W. Urbancic, Morris C. Ward, John Weisert, III, Warren W. Welsh, Lorell D. Winsper and William W. Wolfe.



NAFEC
intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

During the same three month period last year, NAFEC recorded only six retirements. This year 46 NAFEC employees joined the retired ranks:

Edmund A. Bedat, Rollo S. Beebe, Ralph Bellinger, Willard O. Bethel, Edith S. Borchers, Gilbert P. Boschert, Robert J. Cannon, Thomas S. Chopin, Frank Cordero, Gertrude D. Costello, Alden P. Cranmer, Billy E. Dogantzis, Robert F. Gates, Hans H. Giesecke, June S. Grant, Verna B. Grunow, Marie P. Hagen, Elsie H. Hays, Henry V. Hermansen, Edward A. Kilroy, Edward V. Kullmann, Robert O. Martin, Elijah Mason, Raymond F. Masters, Wesley O. Mickey, Juanita E. Mincey, Martin A. Mozzo, Charles A. Munson, Jr., Patrick J. O'Shea, Cecil B. Phillips, Maurice H. Raifsnider, Jane P. Rainone, Michael Rainone, Helen Felber Rhel, Carl M. Russell, Francis H. Schneider, Stanely Simon, Howard F. Slattery, Robert W. Swanseen, Joseph Voisich, Michael Wakovsky, Harold G. Williamson, Margaret P. Wilson, Enoch H. Wright, Kathryn H. Yulo and Joseph Zamuda.



NEW ENGLAND
intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

Of the 19 retirees in NE, one was a woman: W. Alma Sanders who had 29 years of service. Two of the New England retirees had 38 years of service each: Jim Carroll, chief of Portland, Me. tower and Tom Archibale, chief of the AF Sector field unit at Millinocket, Me. All told, the 19 ANE retirees had 559 years of longevity.

Thomas A. Coughlin, William T. Van Crigh, Joseph P. Clark, John M. Batchelder, Charles A. Blackman, Ernest E. Booth, William L. Bresnick, James F. Carroll, Jr., Edward F. Connor, Ted Cooper, Albert R. Evans, Sidney L. Poe, George H. Pope, E. Clair Smith, Frank S. Wendurg, Stanley G. Wheeler, Thomas J. Archibald, W. Alma Sanders and Charles W. Parker.



NORTHWEST
intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

In the Northwest Region there were 44 retirements, 18 of these were in the regional headquarters and Seattle vicinity, including the Center at Auburn. Heading the list is Leland Hughey, former Assistant Area Manager of the Seattle Area Office, who retired with 43 years government service. Other ANW retirees are:

Larry Skinner, Clarence Schmauch, Gerald Luke, Frank Catuzo, Del Walmer, Kenneth Nichols, Delmar Black, John Tharp, Harold Hennes, Foster Glass, Moreland Smith, Edward Porten, Richard Fuller, Jack Reich, Herbert Renz, Karl Brown, Jim Sprouse, John McKeehan, Vaughn Lockwood, Warren Wilkins, Elmer Parker, Joe Cain, Lawrence Berdahl, Shirley Fritchhoff, William Chambers, Harold Babcock, Richard Cruger, Jack Teitge, Robert Trafton, Edward Mc Kenna, Emanuel Ramm, Bill Bush, Bob Brayton, Robert Jens, George Mathew, John Maw, Charles Wickware, Ira Schrawyer, Jessie Lewis, Edwin Jansen, Emmitt Boone, George Sanders and John Harrington.



DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

For the 4th quarter of the last fiscal year, the Pacific Region processed 13 retirements, but during the 4th quarter this year almost seven times that number were recorded. The 88 "aloha" retirees are:

Ethel H. Ahrens, Charles E. Alderson, Juan S. Antonio, Leon T. Arquero, Theodore G. Ballesteros, Angel B. Bigornia, Douglas E. Bronson, William R. Brown, Richard F. Caldwell, Jr., Stuart E. Cannefax, Herman S. Carinio, Charles E. Chadwell, Herbert O. C. Chang, Stanley S. Chapman, Alice Y.W. Ching, Alfonso V. Clemente, Conrad Delenia, Donald B. Doig, Harry B. Donaldson, Thomas F. Dowling, Cyril P. Dyer, Carl P. Edsman, Mariano V. Escalona, Ralph W. Fisher, Kuraji Fukuda, Douglas M. Gusukuma, Anthony J. Guzzo, Harry H. Hangai, Donovan B. Harby, Donald S. Harkins, George T. Harris, Gordon J. Harvey, John R. Haverty, Leroy J. Henry, Wesley G. Holland, Jack C. Hoyt, Ronald H. Inefuku, Houston C. Jones, Kahalepea Kaheiki, Joe Kaloa, Thomas K. Kenui, Verden Kim, Kenneth G. Kondo, Lawrence D. C. Lau, Donald H. Long, John Y. Loui, Wencislao M. Lovidad, Richard W.S. Lum, Fred Y.F. Lung, Pablo A. Martin, Samuel P. Martinson, James A. McBride, Arthur C. Medeiros, Dorothy H. Miles, Walter F. Miller, Vitalino A. Mina, Alexander B. Mladinich, Sr., Harry E. Monaghan, John E. Niemann, William K. Nozawa, Fred S. Ogata, Robert G. O'Hara, Guy W. O'Loughlin, Seie Oshiro, Arthur Pallagi, Patrick Parinas, Victor Peralta, Albert M. Perreira, Ralph C. Presnall, Robert M. Reed, Donald M. Richmond, Robert C. Rogers, Jose M. Rosal, Kenneth W. Schrader, Louis R. Silva, Mildred M. Sodetani, Dorothy G. Soon, Ivan W. Starkey, Arcadio T. Tagata, Norman Thompson, Joseph K. Uahinui, Agustin O. Ubaldo, Betty S.K. Woo, Masaji Yamaguchi, Harry H. Yap, Leatrice L. Yap, Loretta J.O. Yap and Robert I. Komatsu.



**ROCKY MOUNTAIN
intercom**

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

The Rocky Mountain Region lost 39 employees to the retirement rolls and over half of these--21 to be exact--belonged to the Air Traffic Division, including the division chief and his deputy, one of two branch chiefs in that division, and a center chief. And the retirees are:

James N. McClelland, Dean S. Merilatt, Ralph E. Cripe, Clark G. Dunlap, Charles D. Hillman, George E. Beasley, Lloyd F. Tysdal, George W. Cassity, Archer T. Elliott, Merle L. Stracke, Wayne L. Haggart, Roy C. Boness, William D. Giano, Eldon R. Woodard, Edwin J. Volkomener, Albert M. Bell, Richard Charter, Milton Sondeno, Donald Pearson, Bennie James, James Hockenhull, William Gilson, Leland Ward, DeEstaing Newton, Chester Sobczyk, William Decker, Stephanie Wojdak, Logan Carr, Pauline Cheplen, Edwin Lee, William Schuck, Charles McIntosh, Charles Dewey, James W. Dunfee, Kenneth Stirk, Walter Stegman, Gerald Pettibone, John McLaughlin and Donald Tyson.



**SOUTHERN
intercom**

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

Of the 159 retirements in the Southern Region from April 1 through June 30, 115 were recorded during June. Among retirees was James G. Rogers, who had been Director of the Southern Region since 1965. Others are:

James W. Godwin, George H. Thompson, Joseph V. Belli, George McCraith, Jr., John J. Gyurco, James L. Emmerich, Jr., Lewis C. Kidd, Paul G. Meadows, Earl B. Drew, Arden S. Freer, Ida B. Lewis, James B. Aycok, James G. Rogers, Mary B. Smith, Gloria H. McAfee, Max A. Jordan, Donald J. Melvin, Ernest A. Bush, Jr., Kenneth E. Harrison, Ernest D. Dube, Charles E. Bennett, Jr., Earline P. Thompson, Leon L. De Vaughn, Henry P. Mathieu, William M. Lee, Henry Hoskins, Karl O. Prenitzer, Robert J. Deason, Wilbur B. Peaire, Harold A. Jensen, Carl L. Kuentz, Harry D. Estey, Thomas A.B. Smith, Edward L. Nichols, Randolph M. Gutshall, Edward T. Hooper, George A. Cerny, Jr., John L. Bush, Raymond G. Campbell, James A. Boland, Edward R. Gehr, Jr., John C. Cripps, Harry W. Peters, Henry L. Chuderski, Bill T. Travis, John D. Fox, Thomas L. Feldman, Lawrence S. Fulstone, Jule D. McDowell, Julien Lebleu, Thomas S. Baker, Matthew J. Tighe, William E. Cleland, Frank G. Harrison, Norman E. Wingard, Mitchell R. Rushing, John W. Walder, Jr., George E. Nolley, Fryzel S. Edward, Fred M. Gertsen, John L. Terrell,

Myron C. Welty, Charles R. Stark, Robert H. Rhyne, Winston L. Bell, Arthur L. Denton, William T. McKinney, Jay D. Bradley, Olin C. Scott, Henry C. Faller, Joseph F. Tucker, Issac L. Gillard, Roy F. Morris, Byron R. Fisher, Gordon T. Moss, Edward O. Foole, Bennett W. Bell, Jr., Henry S. Foster, Ernest H. Werner, Richard H. Simpson, Ben F. Scott, George F. Owen, Christine Hardy, Raymond E. Baldrige, Frank E. Duha, Richard L. Staiger, William T. Stovall, Albert R. Croker, Wade H. Taylor, Richard L. Hall, Clarence F. Bauer, Parker D. Anderson, Jr., Arthur D. Gripton, William H. Reinoehl, Grady H. Bloodworth, Warren H. Gallenbeck, Elmer G. Wilkerson, Robert C. Thompson, Albert A. Villar, Reynold W. Sticher, Ivan C. Lundblom, Walter J. Lee, Eleanor W. Groome, Lewis G. Brown, William J. Buchholz, James T. Reeder, August J. Kosik, Lemuel D. Camp, Jr., John A. Ruff, Carl S. Goldsmith, Robert B. Allen, Richard C. Aydelette, Leonard A. Bevill, Doyle J. Marrs, Albert R. Oelsner, Ernest M. Hickok, Luther W. Matthews, Henry R. Graves, Archie J. Edmiston, Donald L. McCorkle, Zilla P. Traer, Mary M.S. Fagan, William M. Head, Edward D. Bailey, Jr., Pauline G. Freeman, Janice I. Collins, Sally H. Bell, William C. Kenopke, Jr., Harold R. Bynum, Elbert L. Murphy, Wesley J. Burnham, Leon Massey, Jacques H. Upshaw, John J. Bennett III, Paul Poulet, Fritz C. Haack, Irma O. Dearteaga, Aida E. Palmer, Mercedes R. Chevres, Jorge L. Gonzalez, Eduardo Hernandez-Jiminez, Blanca G. Harrington, Jose V. Pereira, George E. Alich, David C. Summa, Floud E. Landon, August H. Ganser, Harold W. Barkema, George T. Dalton, Charles J. Holtzinger, Fay D. Linehan, Gerald D. Lathan, James L. Smith, Theron M. Woodruff, Henry P. Moss, Erwin V. McFarland, Franklin O. Frye, Thomas B. Wallace and Joe M. Latuille.



SOUTHWEST intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

Several "chiefs" were among the 152 retirees in the Southwest Region, chiefs of the Budget Division, the Fort Worth and Dallas ACDOs, Fort Worth ADO, Houston Center, Airports Operations Branch and both the Program Planning Branch and the Electronics Engineering Branch in the Airway Facilities Division. Southwest Region retirees are:

William R. Boothe, Joseph L.A. Carroll, John A. Adams, Tommy A. Cooper, Jr., James W. Grant, Robert D. Jackson, Harold J. Skipwith, James A. Wojnas, James L. Herron, Phileon B. LeFlore, William Lanier, Edward McVey, William K. McFall, Arthur R. Ross,

Eugene J. Rudder, William C. Sweigart, Lester H. Saucke, John C. Stoltze, Robert Wynn, Laurence N. Bane, Earl Glenn, Harold H. Arnold, Raymond Butters, Henry E. Tidwell, Walter G. Ross, Carl Geisler, Gordon L. Herrin, John F. Botvidson, Donovan S. Wall, Doran M. Warren, Robert B. Powell, Orville A. Carlock, Henry C. Wilson, Ivar V. Lee, Robert O. Carter, Bernard F. Reeder, Joseph M. Hussey, George L. May, Juanita N. Beech, Floyd L. Johnson, Glenn N. Grubbs, Fay E. Gilbert, Euel N. White, James L. May, Joseph H. Borders, Thomas B. Dunn, Robert E. Davis, Tom E. Wilcox, Eugene G. Pafford, Edgar E. John, Robert L. Behrens, Merwin Petty, Willie R. Goode, Robert J. Ruble, Forrest E. Ruwwe, Jack J. Sturges, Harry W. Bell, Oren A. Norwood, Leo O. Woolever, John C. Calvert, Urcel A. King, Charles D. Skelton, Frank E. Hand, Clarence B. Holden, Dempsey Goss, Milton L. Winborne, George R. Wilkins, Howard R. Nunn, William B. Perry, James H. Caldwell, Robert C. Hutton, Frank C. Cogdell, Lawrence N. Gillihan, Paul F. Lanman, Herbert D. Estes, L.E. Anderson, Thomas J. Shelton, George W. Cave, Mildred F. Hodges, August P. Valentincic, Joseph W. Chaput, Richard J. Jenness, Willie F. Cone, Mary W. White, Claude E. Bergman, John L. Latimer, Homer D. Abernathy, Mildred B. Henderson, John B. Lipscomb, Loyd J. LeBlanc, John H. Vaughan, Loretta F. Burke, Carlton Crownover, Earl E. Dunahay, Matthew C. Looney, Frank E. Clements, Mary Elizabeth Smith, Olene B. Saunders, Dorothy C. Morter, Vela Whatley, Carl L. McClain, Walter M. Jolly, Samuel W. Hawkins, Harold L. Lawrence, Celeste K. Gilley, Henry A. Jenkins, Fred J. Schnitzer, Linne' Ahlberg, David M. Bussey, George R. Goetz, Eugene V. Fitzgerald, Charles F. Spencer, Otis A. Borden, Wallace T. Brown, Thomas O. Berry, Clyde G. Rogers, James S. Morgan, William E. Berkebile, D.J. Jenkins, James R. Finklea, Howard G. Lewis, Henry Olbrych, William B. Leaf, John P. Freeman, Robert L. Townsend, Brigham L. Barker, Howard E. Gullberg, Frank E. Carley, Horace T. Hickman, Sam Rotenberg, James H. Evans, Howard H. Feris, Maryhelon F. cox, Matthew G. White, Jr., Robert J. Larsen, Donald M. Anthony, Robert L. Leach, Wayne H. Goff, Norman W. Cox, Leroy B. Covington, Albert W. Tamm, William C. Gruver, Antone P. Kreticos, Monette Murphy, William Y. Cox, Norris Tidwell, David H. Fillmore, James A. Chancellor, David B. Meredith, Robert M. Belcher, Marvin R. Reed and Theodore R. Livin.



DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

The 130 retirees in the Western Region included 97 from the numerous facilities throughout the region and 33 from the regional headquarters:

Dayle W. Baker, Paul J. Barina, Walter E. Berklund, William J. Bertele, Berryman H. Brown, George R. Budke, John K. Bussey, Ernest W. Calkins, John Chevalier, Jr., Vivian R. Coleman, Paul H. Cookson, Charles E. Conroy, Garrison Costar, Samuel L. Cron, Theodore G. Culver, Dorotheine Dittman, Donald M. Edwards, William R. Erickson, Joseph A. Falbo, Robert H. Faul, John T. Feeney, William T. Foley, Harold K. Fontecilla, Louis R. Foos, Fred F. Garrett, Paul A. Gerse, Howard G. Glover, George E. Goranson, Andrew A. Gordish, Clarissa K. Gordon, Eleanor Goven, George S. Hale, John N. Hall, Ruby S. Hall, Robert D. Harrison, Mahlon A. Harritt, Gilbert Harwell, Jack W. Heckman, George W. Henke, Robert I. Herron, Donald M. Himes, Henry A. Hite, "T" "J" Horton, Curtis L. Hurd, Bernard A. Ill, George C. Klemke, Walter T. Lammi, Walter A. Lange, Eric H. Leathley, Roman N. Lemmer, Maxine L. Libby, John H. Livingston, Francis P. Loftus, William H. Lowe, Edwin J. Maddocks, George E. Manthey, Jack Mark, Jeanette Markie, Philip Marshak, Robert F. Mason, Lonnie L. McAdoo, Dale S. McCulloch, Lewis McLeroy, James W. McWilliams, Robert H. Mifflin, Albert C. Moltzer, Isadore N. Moors, Mary B. Morrissey, Allen G. Murphy, Charles W. Nafus, Frank Ogg, Chester C. Oppen, Roy Outcen, Paul Owen, Allen B. Pearson, Ralph R. Petersen, Sidney R. Porter, Paul Rainey, Jr., John C. Rathjen, Werner R. Renfer, Eileen M. Ridenour, Harold E. Royer, Junior G. Sanders, Clarence A. Saunders, George W. Schaefer, Dorothy L. Simmons, Harold A. Smith, Clarence C. Steene, Charles W. Steward, Ralph L. St. John, Fredrick V. Switzer, Frank G. Taylor, Wilmer G. Tettersington, Irene M. Thornton, Carl E. Townsend, William W. Umscheid, Everette F. Warnes, Alfred J. Warren, J.B. Watsabaugh, Lewis L. Weber, Percy W. Wheeler, Fred J. Wild, Melvin B. Wilson, B.C. Wingert, Barbara Worthen, Lloyal R. Zander, David E. Abshire, Lloyd G. Anderson, Charles S. Benson, Albert J. Brazell, Donald N. Chadwick, Jack L. Drager, Pershing F. Haynes, Harold D. Howard, James H. Lashbrook, Donald G. Laylon, Harry E. Little, Donald R. Mickle, James O. Nickell, Donald K. McCarty, William E. Roberts, Charles W. Rogers, Bobby J. Sartain, James R. Sigafos, Lloyd J. Stevens, Darrell R. Thorson, Vernon C. Van Dyke Larry D. Waller, Mary Lou Wort and Francis J. Carey.



DEPARTMENT OF TRANSPORTATION/FEDERAL AVIATION ADMINISTRATION

Among the 150 retirees from Washington Headquarters were two Associate Administrators--Clifford "Tip" Walker (Operations) and Clarke H. Harper (Administration)--and

Harper's Deputy, Harold B. Alexander. The remaining 147 retirees are listed below by office or service:

John E. Patrick, Clarke H. Harper, Harold B. Alexander, Clifford W. Walker, Heber A. Holbrook, Ellsworth Drew, Francis D. Corbin, Edward E. Meyer, Richard G. Zabel, Lucian Falge, Rosina L. Jacobi, M.R. Smith, Robert N. Craig, Ralph V. Dunn, John J. Minchik, William B. Brown, Herman H.L. Wexler, Chester Bowers, Eric Thorsell, Edward Rakowski, Louise Wilkins, Hawes Hill, William H. Pauellett, Walter L. Clifford, William C. Keenapple, Ernest Underwood, Helen Hawthorne, Charles Gregory, Paul Sutton, James Geanious, Hazel Warrick, Harold Johnson, Henry Williams, Edgar Pierpoint, William Daymude, Leigh V. Reynolds, Henry Van Sant, Noble Laesch, Lavere Budge, Conrad Pilkenton, Ward Saunders, John Whiteside, Fulton Jackson, Robert Stevens, Dominiz Rosi, John Knoll, Addison Scott, Dan Cronin, Robert Cornahan, Charles E. Stephenson, William R. Andrews, Joseph Deets, Joseph Vavari, John G. Edwards, Paul Moore, Robert A. Taylor, Pat Mahan, Albert Ridenour, Robert A. Taylor, George Robertson, Ralph Fletcher, Dale Clinton, Julian S. Cymbalski, Elwood H. Gardner, Victor H. Wise, Jr., Raymond A. Shepanek, Julia Bolich, Andrew A. Nilles, Robert F. Deblin, Royce R. Ainsworth, Albert G. Hodaba, George L. Hall, Walter C. Browning, Paul Spiess, Sanuel D. Haley, Frederick C. Larson, Margaret F. Morgano, Clifford H. Dunaway, Katherine R. Dial, Robert R. Morris, William G. Shreve, Jr., Allen M. Morrissey, James M. Leslie, Edward G. Pennock, Marie E. McAnerney, Arthur V. Bell, Mary Baron, Anthony W. Lalle, Patsy W. Saunders, Dorothy Moran, Elizabeth Gemmill, William West, Robert Vonderau, Raymond Richardson, Opal Gartland, Vincent J. Casella, William Treadwell, William Heffernan, William F. Swartzel, Howard Ryan, Victoria Carr, Mary E. Healy, Wanda Lowe, Joseph P. Gibala, Pearlle Triplett, William Hannemann, Harold Earp, Eula Bushong, Vincent Speer, Vera Rothenberger, John Korsch, Robert Boyle, George G. Sink, William T. Kildall, Leonard D. Sullivan, Lois N. Heinrichs, Majorie A. Downey, John H. Madert, Charles B. Roberts, Louis Saposnekoo, Helen E. Anderson, Joseph Patchan, Arthur P. Meyers, John E. Abernathy, John O. Halbhook, James A. Huffman, Arthur K. Waale, Charles F. Lloyd, Elmore A. Champie, Clarence M. Borchers, Russell R. Taylor, Margaret F. Stallman, Edward M. Burstein, Joe W. Bailey, Frederick Holsclaw, Buriel W. Barclay, Laura Noble, Samuel Lewbel, Ward Davis, Junius Staples, Adabelle Welch, Lillian Holbrook, Chester Dunmire, Dorothy Johnson, Larry Trenary, Ralph Ladd, Lawrence E. Shoemaker, Cecelia DiCanzio, Paul Kauffman and James M. Braxton.



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

72-35 28 August 1972

PACIFIC-ASIA IS NEW REGION NAME
With the change of its boundaries to include responsibility for the area of the People's Republic of China, the Pacific Region has changed its name to the Pacific-Asia Region. Mainland China was formerly within the domains of the Europe, Africa and Middle East Region.

BLACK ACDO CHIEF
John B. Roach, the first Black to head a major FAA Flight Standards field office, assumed his new duties as chief of the Boston Air Carrier District Office, Logan International Airport, on August 20. From 1971 until January of this year he had served as Principal Operations Inspector of the office. An experienced pilot and Air Force veteran, Roach holds the top pilot certificate, the Airline Transport Pilot as well as the Flight Engineer Certificate.



YOUR VOTE CAN REALLY DECIDE THIS ELECTION

CONTROLLER UNION VOTE NEARS

In the largest election of its kind ever held in

UNITED STATES DEPARTMENT OF LABOR
ASSISTANT SECRETARY FOR LABOR-MANAGEMENT RELATIONS

OFFICIAL SECRET BALLOT
For Certain Employees of

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT TRAFFIC CONTROL TOWERS,
COMBINED STATION TOWERS,
AIR ROUTE TRAFFIC CONTROL CENTERS

Do you wish to be represented for the purpose of exclusive recognition under the provisions of Executive Order 11491 by -

PATCO-PROFESSIONAL AIR TRAFFIC CONTROLLERS ORGANIZATION,
affiliated with M.E.B.A./AFL-CIO

MARK AN "X" IN THE SQUARE OF YOUR CHOICE

YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
---------------------------------	---

DO NOT SIGN THIS BALLOT: Fold and drop in ballot box.
If you spoil this ballot return it to the observer-in-charge for a new one.

the Federal service, some 13,200 air traffic controllers will choose whether to be represented by the Professional Air Traffic Controllers Organization (PATCO) or not to be represented by any union at all. Ballots are being mailed this week to eligible voters made up of employees working at most en route centers, terminal facilities and station towers. Not voting will be employees at facilities already

exclusively represented by labor organizations, including seven of the domestic en route centers, 11 towers and two station/towers. The ballot (see sample) must be returned in time to be received in the Arlington, Va., Post Office by 7:30 a.m. Sept. 19, 1972. Management's position in an election of this kind is one of absolute neutrality; however, the Office of Labor Relations wants to get out the vote in the representation election. According to an ALR official, it is in everyone's best interests for all eligible employees to vote so that the final decision is the choice of all employees concerned. Employees should remember that the election is decided by the majority of those who actually vote. For example, if only 25 percent should vote, as few as 1,660 people could determine the representation choice for all 13,275 eligible employees. Vote as you please, but please vote.

EVERYTHING'S UP TO DATE IN EN ROUTE CENTERS . . . The final two basic computer systems for the agency's en route automation program were delivered to the Miami and Minneapolis centers last week. The system, the IBM 9020 Central Computer Complex, is at the heart of FAA's en route automation program, designated NAS (National Airspace System) En Route Stage A. When the systems at Miami and Minneapolis go into operation--scheduled for late this year--all 20 NAS centers in the 48 states will be processing and distributing flight information by computer. This includes handling routine and repetitive calculations and automatically distributing flight information within each facility and between facilities. Information such as flight plans, revised estimated times of arrival and so on will be passed on automatically to most of the larger airport towers as well as to other en route centers.

GETTING STRAIGHT ON HEALTH BENEFITS . . . Blue Cross-Blue Shield has agreed to pay claims for hospital room and board and related medical care to people who were admitted to hospitals in 1971 and 1972 solely for diagnostic tests, the Civil Service Commission announced recently. The Blue Cross-Blue Shield Plan (known officially as the Government-Wide Service Benefit Plan) had previously denied certain claims when diagnostic tests could have been made without hospital admission (on an out-patient basis) without adversely affecting the person's health or the quality of medical care. Federal employees or annuitants whose claims were rejected for hospital costs related to diagnostic tests should now submit a Supplemental Benefits claim to their local Blue Cross-Blue Shield Plan (forms may be obtained from the Plan). Claims for such expenses incurred in 1971 and 1972 must be submitted by December 31, 1973. The Blue Cross-Blue Shield Plan pays Basic Benefits for the diagnostic tests themselves and for related hospital costs when diagnostic admission is medically necessary. Any Federal employee or annuitant whose claim for hospital expenses under Basic Benefits was rejected should ask the Plan to reconsider, if the claimant believes hospital admission for diagnostic tests was medically necessary. The Civil Service Commission said 1973 brochures on the Plan will clearly state what benefits will be payable for diagnostic admissions to hospitals after 1972.

HONORS FOR SAFETY . . . General Aviation District Offices throughout the country will present FAA Annual Flight Safety Awards to 39 U.S. Air Force Aero Clubs for completing a full year of flight operations in 1971 without a single aircraft accident. Club members--officers and enlisted men--flew 273,384 flight hours last year, averaging 2.2 hours per man each month.

**DIRECT
LINE**



Direct Line--your line
to Action. Write now...

Employee Communications
Staff, AMN-30, 800
Independence Ave., S.W.,
Washington, D. C. 20591.

WAGE GRADE GETS MORE STEPS AND \$\$. . . A new law signed by the President on August 19 will enable non-supervisory wage grade employees to move up to higher rates of pay than previously possible. Public Law 92-392, which covers Co-ordinated Federal Wage System employees, provides that each grade in the wage schedule for non-supervisory wage grade employees will have five steps instead of the current three steps. The rates of pay for the two additional steps will be 108 percent and 112 percent of the prevailing rate, which is Step 2 of the wage schedule. The calendar weeks needed for advancement from one step to the next are: 26 weeks of service in Step 1; 78 weeks in Step 2; and 104 weeks in each of Steps 3 and 4. On conversion to the new 5-Step schedule, employees who have served 104 weeks or more in Step 3 of their grade will be placed in Step 4 of the new schedule. The above provisions of the law will become effective on the first day of the first pay period after the President ceases to exercise authority under the Economic Stabilization Act, or on April 30, 1973, whichever occurs first. Under the new law, the shift differential (different rate of pay for work at different hours of the day) will be 7 1/2 percent for the second shift and 10 percent for the third shift. This changes the present practice of stating shift differentials in cents per hour. This provision of the law is expected to become effective in FAA on November 26, 1972.

LOOKING AT TRANSPO ACCIDENTS . . . A three-member board appointed by Secretary Volpe will look into the safety and operations of the air shows held at TRANSPO 72, where three fatal air accidents occurred. The board chairman is Frank N. Piasecki, president of Piasecki Aircraft Corp.; others are Rear Admiral Alan Shepard of the National Aeronautics and Space Administration; and David D. Thomas, president of the Flight Safety Foundation and former FAA Deputy Administrator. The National Transportation Safety Board and the Department of Defense are also investigating the mishaps.

OUT OF THE SERVICE AND INTO A JOB . . . Federal agencies as well as private employers holding government contracts are required to give certain preferences to Veterans; one phase of this program which has been receiving increased use recently is the Veterans Readjustment Authority. Under this Authority most Vietnam-Era Veterans who have been out of service for less than a year may be appointed to positions for which they qualify without waiting for formal Civil Service Commission Examination, Rating and Certification. More information on Veterans' appointments is available at Manpower Offices.

HISTORY IN THE MAKING . . . The Missouri Historical Society is developing an aerospace gallery in St. Louis and needs photos, artifacts, books and anything else that will help tell the aerospace story of the St. Louis regional area. Employees may lend material with full credit to themselves and the FAA. If you have good suitable items, submit them to Central Region Public Affairs Officer, Joe Frets, ACE-5.

SUMMER OF '72 ENDS . . . Twenty-eight summer employees at Headquarters received Special Achievement cash awards at ceremonies in the auditorium last Friday. Letters of Appreciation and Commendation from the Offices and Services where summer employees worked went to 20 people as well. The top award of \$100 was presented to Linda Middleton, who worked for the Logistics Service. Awards of \$75 each were made to Linda Holland and Patricia Wilson, both with the Office of Management Systems. Six awards of \$50 each were given to Earl Yowell, AMS; Terry Lewis, AGC; Debbie Price, AAS; Jackie Solomon, AAT; and Gloria Cooper and Gregory Evans, both of AHQ. Nineteen other summer employees received \$25 awards each. Most of the 84 Summer Aids and 36 Summer Employment Examination people will be going back to high school and college within the next two weeks. Many thanks for your work!!

TRANSPO ARRIVES HERE IN COLOR . . . Did you get out to Dulles Airport to see TRANSPO? Well, if you didn't, TRANSPO (but not the airport) is coming to you, as VIDICOM #11. Filmed by AMN-30's own Thom Hook, this VIDICOM--in beautiful color--features spectacular shots of the air shows, as well as scenes of ground displays and FAAers manning the temporary air traffic control tower set up at the exposition site. TRANSPO will be shown in the auditorium at 10 a.m. and at 3 p.m. on each of these days: Sept. 5, 7, 8, 12 and 14. There are access hallways all the way from offices to the auditorium, so don't miss this show.

THIS IS A RECORDING . . . INTERCOM Broadcast Briefs goes on the wires this week, with recorded news about agency activities and people wherever the FAA does its work. To get the latest flashes, dial x63232 and you'll hear the news like it is.

RIVERBOAT PIX READY . . . Color snapshots, big and small, of the fun, frolics and faces on Clarke Harper's Riverboat Party are now available at the FA Club to both members and non-members of the Club. Members get a discount, however. Orders must be placed by Sept. 8. The former Associate Administrator for Administration sailed off to his retirement at the boat party on June 30.

DRUG AWARENESS RIDES AGAIN . . . The Employee Drug Awareness Program will be shown again this week in the auditorium, Monday-Thursday, August 28-31. The one-hour videotape is scheduled four times each day at 9 and 11 a.m. and 1 and 3 p.m. All nonsupervisory Washington Headquarters employees who have not attended one of the previous showings or viewed the VIDICOM on May 9, 10, and 11 are urged to attend one of this week's showings and to notify their supervisors of their attendance, since this is mandatory training (N 3000.24).

FAA INTERCOM is published weekly for employees of the DOT/FAA by the Employee Communications Staff. . . Director, Leo I. Beinhorn; Editor, Theodore N. Maher; Editorial Assistant, Donald Braun . . . AMN-30, Room 625, FOB 10A, x63905.



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

72-36 5 September 1972

SEPTEMBER IN FAA WORLD

In this month's magazine FAA asks itself, "Are We Doing the Job?"—a rundown on the agency's unique appraisal system...Six Alaskan controllers try their sea-legs in the zany "Last Great Raft Race"...A backup communications system proves its worth during shakedown in "Keeping Controllers Talking"... "Plan Now, Retire Later" explains it's the only way to do it with security...AND BRAND NEW: "Like It Is" tells it that way about government news that affects your job and your pocketbook... and "Faables" cartoons by artist Jake Schuffert twit us where we live eight hours a day.

POWDER PUFF PRAISE

"Across the nation we find the greatest cooperation from FAA personnel, and I know they deserve a good share of the credit for our successful races." So said Powder Puff Derby chairwoman Kay A. Brick in a recent letter to the Administrator. Ms. Brick also expressed thanks for a story on the Derby in the June FAA Aviation News. The 26th All-Woman Transcontinental Air Race was held this summer.

COMPARABILITY WITH PRIVATE SECTOR CITED

NIXON SETS JANUARY PAY HIKE



President Nixon told Congress last week that 3.6 million Federal employees can expect a pay raise on January 1, 1973. While eliminating the possibility of an October 1, 1972 pay hike, the President emphasized that he felt public servants should receive pay that is comparable to salaries in private industry, and also emphasized the need for comparability in the public and private sectors in supporting the government's efforts to stabilize and revitalize our nation's economy.

CONTROLLER UNION ELECTION UNDERWAY

Ballots in the air traffic terminal and center representation election were mailed last week from Washington to all eligible voters. In order to be counted, the ballots must be in the Arlington, Virginia Post Office by 7:30 a.m., 19 September. Any terminal or center employee who believes he is eligible to vote and who has not received a ballot should contact his facility chief and request that a ballot be mailed to him. Procedures for requesting a ballot are contained in the notice of election which is posted in all involved terminals and centers. Employees who have recently moved may experience delays while their ballots are being forwarded by the Post Office. FAA officials encourage all eligible voters to vote in this election so that the result truly reflects the wish of the majority.

PROMOTION PROCEDURE REMINDER. . . On July 1, DOT began the use of a new yearly employee performance record for all employees. The new form, called Performance Evaluation Record (PER), Form F DOT 3430.1, replaces FAA's Employee Appraisal Record (EAR). By June of 1973 all employees will have been evaluated on the new PER, but until then, care must be taken to see that all employees who file for promotion are treated alike. If you file for promotion in response to a job announcement in FAA or anywhere in DOT, be sure to submit the new PER with your application. If you have already filed a voluntary application for promotion using an EAR (in accordance with paragraph 39e of the Merit Promotion Program Handbook, 3330.1A), you should now send a current copy of the new PER to the Manpower Division where your voluntary application is on file. If you have not yet been evaluated on the new PER, you should complete Part I of the form and ask your supervisor to complete Part IV. Send your PER to the appropriate Manpower Division immediately.

WOMEN'S ADVISORY COMMITTEE CHIEFS NAMED. . . Recently named chairman and vice chairman respectively of the FAA's Women's Advisory Committee on Aviation were Mrs. Louise B. Timken of Canton, Ohio, and Mrs. Ruby J. Mensching of Akron. Both women have extensive experience as pilots of high performance aircraft. In announcing the appointments, Administrator Shaffer said the Committee will be working closely this year with FAA Accident Prevention Specialists throughout the U.S.

TRANSPO MAKES THE SCENE IN VIDICOM. . . VIDICOM #11, titled "TRANSPO 72," is now in the field and being shown during September on TV playback equipment to employees at more than 350 agency locations. The 20-minute program presents the highlights of the largest transportation exposition in history, which was held at Dulles International Airport from May 27 to June 4. Scenes include people movers to cargo handlers...covered wagons to spacecraft... and spectacular air shows of aerobatics and precision flying. The mammoth C5-A jet cargo plane demonstrates its short-field takeoff and landing ability, and the British Vulcan bomber, which looks like something out of Batman, makes breath-taking fly-bys. Secretary Volpe and Administrator Shaffer also appear in the program with thoughts about the exposition's success and the future needs of aviation.



AIR FORCE OFFICERS TRAIN WITH FAA. . . Five Air Force air traffic control officers begin training this week in the technical and managerial aspects of enroute air traffic control at five agency ARTCCs under an agreement between the FAA and the U.S. Air Force Institute of Technology. The officers will train at centers in Denver, Kansas City, Seattle, Fort Worth and Albuquerque.

SST DATA AVAILABLE. . . Data from the terminated SST program has been catalogued and is being made available to the public through the National Technical Information Service of the Department of Commerce. Under the direction of the FAA, the two prime contractors, the Boeing Co. and General Electric Co., collected and inventoried the data after the termination of the program.

CONTRACTS HELP MINORITY BUSINESSES BOOM. . . . Minority businesses received FAA contracts worth more than \$8.25 million recently for construction and research work. The contracts were awarded with the cooperation of the Small Business Administration. The awards are:

- \$3,262,567 to E.B. Associates (a 50-50 joint venture between Black-owned Electroque Associates, Inc., and non-minority Bauer Construction Company) for Phase II expansion and modernization of the New York ARTCC;
- \$2,925,478 to Capitol City Construction Company, Inc. (a Denver-based Black-owned firm) for Phase II expansion and modernization of the Denver ARTCC (essentially the same work as for New York);
- \$2,022,154 to Burno Construction Associates, Inc. (Black-owned firm sponsored by a non-minority firm, Curtis & Johnson) for renovation of the main runway at Washington National Airport;
- \$45,843 to the School of Engineering of Howard University, Washington, D.C. for a study of antenna isolation.

CANINE COOPERATION IN CRIMESTOPPING. . . . Four dogs and their handlers completed training and evaluation last month as bomb detection teams on call 24 hours a day to check bomb threats at Washington National and Dulles International Airports, in addition to doing routine police patrol work. Training by Fairfax County, Va. started in January under an agreement with the Systems Research and Development Service. The teams performed well during real and staged bomb threats and on precautionary checks of VIP flights departing the airports. The dogs' keen sense of smell enables them to detect explosives, even when carefully hidden or camouflaged. The agency paid the county about \$40,000 for training and related costs. Spencer S. Hunn, Acting Director of the Systems Research and Development Service, presented certificates of appreciation to the participants on completion of training and evaluation.

ICAO SEEKING APPLICANTS. . . . The following assignments are now available with the International Civil Aviation Organization for 2 years.

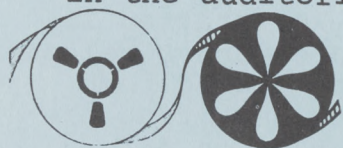
MONTREAL - 19/72 Chief, Accident Investigation and Prevention Section, Flight Branch, Air Navigation Bureau, Headquarters, P-4 (GS-13/14). DAKAR, Senegal - 21/72 Technical Officer, African Regional Office, Office of the Secretary General, P-4 (GS-13/14). Command of French essential. Applications due in AIA-29 by 6 October 1972. Additional information about duties, qualifications, salary, benefits as well as applications are available at your Manpower Division. FAA employees accepting assignments with ICAO are entitled to restoration rights.

THE BIG, CLEAN PAYOFF. . . . Over 55,000 boxes of file material were disposed of during an agencywide cleanout that began last spring. The cleanout leaves 5,400 more cubic feet of space for records than there would have been otherwise and frees 749 pieces of filing equipment for reassignment. The next campaign will be five years from now. The big payoff is money saved and room to grow. Thanks to all!

HQ HELPS THE FLOOD VICTIMS. . . Headquarters has done its part to aid the Agnes flood victims in the Eastern Region. At the conclusion of the Agnes Disaster Fund Drive on August 25, Washington Office contributions totaled \$1,199.00. Headquarters fund coordinator, John W. Frank, sent a check for the total to the disaster fund being administered by Eastern Region. All contributions will be used to assist FAA employees who suffered serious personal losses in Virginia, Maryland, Pennsylvania and New York from the disastrous floods.

GET CLEARED FOR VISITS. . . FAA personnel who are approved to visit regions, centers, or other government and non-government facilities and require access to classified information or restricted areas are reminded that AHQ-10 must be notified at least five days in advance of proposed visits. Requests for Visit Clearances should be submitted in triplicate on FAA Form 1600-21. This procedure is absolutely necessary in order to obtain proper clearances.

TRANSPO FLICKS NOW SHOWING. . . VIDICOM #11, TRANSPO 72, is being shown in the auditorium this week, on September 5, 7, and 8 at 10:00 a.m. and 3:00 p.m. The 20-minute program is in beautiful color and features air shows, ground displays and FAAers at work in a temporary control tower. Don't miss it!

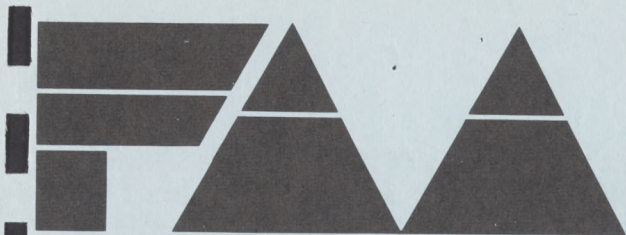


AWARDS AND REWARDS. . . The Quiet Short-Haul Air Transportation System Office presented a Quality Within-Grade Pay Increase based on outstanding performance to Juanita B. Boardman. Airports Service presented Quality Within-Grade Pay Increases to Hugh Riddle and Candida Vasco (both based on outstanding performance), and to Leonard Mudd; and Special Achievement Awards to Debbie Williams and Larry Crabill. National Capital Airports, Dulles Airport presented Quality Within-Grade Pay Increases to Harry M. Taulton and Robert J. Lawler; and Special Achievement Awards to Samuel F. Alder, Everett R. Roberts; James R. Spain, Helen S. Hawthorne, Carr L. Nalls, Fritz A. Korzendorfer, John W. Vanarsdall, Lottie M. Shaw, Margaret M. Alder, John B. Moats and William P. Parks. The Office of Labor Relations presented Joseph W. Noonan with a Special Achievement Award.

A REAL HOT LINE. . . Calls are pouring into the INTERCOM Broadcast Briefs phone line (x63232), set up to give daily news flashes about FAA. The response is gratifying; plans are being made to add more outputs so callers won't get busy signals.

SHE'S IN PICTURES. . . Photos taken at Mary Healy's retirement party--a memorable affair--are now available from the FA Club. The former Manager of Headquarters Operations danced into retirement at a gala party on July 26.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

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THREE WIN AWARDS FOR EXEC DEVELOPMENT

For the part they played in founding the agency's recently inaugurated Executive Development Program, Special Achievement Awards were presented last week to Harold S. Alexander of the Special Staff and Billy F. McCormick of the Executive and Military Personnel Staff, both of the Office of the Associate Administrator for Manpower, and to Richard M. Rice of the Office of Training. Alexander was commended for his participation in the work group which conceived the program and his work in developing the program's screening procedures. McCormick won acclaim for managing the implementation phase of the program as well as the development of the identification and selection processes. Rice, who is the manager of the training portion of the program, was cited for developing the training program and for the work he did throughout the formative stages of the program. The FAA Executive Development Program is the first of its kind in DOT and one of the first in the Federal Government.

IMMEDIATE ACTION NOW POSSIBLE

SHAFFER SIGNS ATC CAREER ORDER

Administrator Shaffer last Thursday signed the order to implement the ATC Second Career Program, Public Law 92-297. Now immediate actions may be taken to carry out the provisions of the law, and advance copies of the order, 3410.11, are being rushed to regional directors as well as to manpower division chiefs. One paragraph in the order--on age limitations--is yet to be filled in since the agency is awaiting concurrence from the Civil Service Commission for approval of a maximum entry age of 31 for original appointment into a career controller position. Basically, the order defines who is covered under the law, provides procedures for the involuntary separation of an air traffic controller from a covered controller's position for medical or operational reasons, and establishes procedures to carry out such a controller's entitlement for up to 24 months of training for a second career. Commenting on the recently signed order, Associate Administrator for Manpower Bertrand Harding said his office is planning a review of operations under the new order in approximately six months. He said, "Based on our experience during this period, we will consider any changes to the present order that appear necessary."

LOGAN AIRPORT GETS 1st SAFETY CERTIFICATE

The first FAA Airport Operating Certificate was presented by New England Regional Director Ferris Howland to Boston's Logan Airport last week. Logan is the first airport in the nation to be certificated for complying with a prescribed set of safety standards as specified in the Airport and Airway Development Act of 1970. These standards must be met by next May 21 by all airports--approximately 500--being served by CAB-approved
(Continued on Page Three)

CONTROLLERS VOTING IN UNION ELECTION. . . . The air traffic terminal and center representation election is presently at mid-point. Some 13,200 air traffic controllers are choosing whether to be represented by the Professional Air Traffic Controllers Organization or not to be represented by any union at all. In order to be counted, ballots must be in the Arlington, Virginia Post Office by 7:30 a.m., September 19. All employees eligible to vote in this election who have not returned their ballots are encouraged to do so at once. Remember--representation elections are decided by a majority of the valid ballots cast. YOUR VOTE CAN DECIDE THIS ELECTION.

ANTI-HIJACK MEASURES FOR FOREIGN AIRLINES. . . . Scheduled foreign airlines operating within the U.S. would have to meet passenger and baggage screening requirements similar to those now applicable to American air carriers, under a new rule proposed by the agency. The airlines would have to submit security programs in writing to the FAA for approval. Each program would show the procedures or system the carrier uses or intends to use to: prevent or deter any sabotage device or weapon from being taken aboard its aircraft by passengers in carry-on baggage or on their person; assure that baggage is checked in by a responsible airline agent or representative; and prevent cargo and checked baggage from being loaded aboard its aircraft unless handled in accordance with the air carrier's security procedures. Under the proposal, the carrier also would be required to notify the FAA immediately upon learning of an air piracy act or suspected act, and to advise the pilot in command of the flight involved upon receiving a bomb or air piracy threat. Also outlined under the proposal are procedures for amending the carrier's security program by either FAA or the carrier. The proposal is the latest of a number of DOT/FAA actions in recent months to tighten up preboarding anti-hijacking security at some 530 U.S. air carrier airports.

PHASE II BLOOMS AT SEATTLE CENTER. . . . With an FAA contract award of \$2.16 million, the McCann Construction Co. of Seattle will modernize and expand the Seattle air route traffic control center in Phase II of the nationwide program for enroute centers. To be completed in about 10 months, the work includes improving parking areas, enlarging and refurbishing the cafeteria, upgrading the generator building and equipment to provide standby power, increasing office space, and modernizing the air conditioning system and other creature comforts in the operations room. The contract is the 15th awarded by the agency for Phase II construction.

ICAO SEEKING APPLICANTS. . . . The following assignment is now available with the International Civil Aviation Organization in MONTREAL for 3 years. PC-20/72 Technical Officer, Accident Investigation and Prevention, Flight Branch, Air Navigation Bureau. P-4 (GS-13/14) Applications due in AIA-29 by 18 October 1972. Additional information about duties, qualifications, salary, and benefits, as well as applications are available at your Manpower Division. FAA employees accepting assignments with ICAO are entitled to restoration rights.

THE SCHOOL BELL RINGS. . . . Under a one-year FAA contract for \$898,838 recently awarded to the University of Oklahoma, the University will provide two weeks of initial training for about 2,700 supervisors and 360 middle managers at the agency's Management Training School at Lawton, Okla. One week of recurrent training will also be given to some 1,000 supervisors who graduated from the school's initial courses. Opened in April 1971, the Management Training School graduated more than 4,600 supervisors and managers during its first 15 months of operation. Commenting on the school's fortunes since it opened, Administrator Shaffer said, "The results have been outstanding. Numerous evaluations of training effectiveness by various elements of FAA indicate that as a result of the training, the agency's supervisors feel better equipped to handle their jobs; their managers are better pleased with their performance; and employee organizations are encouraged by management's efforts to improve management and communication with employees."

MODEL PRACTICES FOR MODEL PLANES. . . . Even model airplanes can cause noise problems and create potential collision hazards. Accordingly, the agency has published recommended operating standards for the estimated half million hobbyists who fly model aircraft, which may range up to six feet in wingspan and weigh as much as five or six pounds. The Academy of Model Aeronautics is cooperating with the agency in seeking the broadest possible compliance by distributing some 40,000 copies of the guidelines to modelers, and additional publicity is being provided in major U.S. aircraft modeling magazines. The agency recommends these important practices: Exercise vigilance for full-size aircraft to avoid possible collision hazard; Pick an operating site far enough from populated areas to avoid noise problems or hazard to people on the ground; Limit flights to 400 feet above the ground; Fly models at least three miles from an airport; Consult the nearest FAA airport control tower or enroute center for any assistance in complying with the standards.



AREA NAVIGATION FINDING ITS WAY. . . . More supporting work for the agency's area navigation program will be done by Systems Control, Inc., Palo Alto, Calif. under a \$562,471 contract. The company will do general planning and analysis and will provide technical assistance in conducting various technical and operational studies affecting domestic implementation of RNAV and its relationship to international operations. Area navigation is based on the use of relatively small and inexpensive airborne computers which use existing ground navigation stations to allow pilots greater choice and flexibility in route selection.

LOGAN AIRPORT GETS 1st SAFETY CERTIFICATE (Cont. from Page 1). . . . air carriers. The new safety regulations relate to such things as marking and lighting of airport operations areas, firefighting and rescue equipment and other safety features. In presenting the certificate, Howland commended the Massachusetts Port Authority, operators of the airport, for their demonstrated dedication to aviation safety.

TRANSPO FINALE. . . . This is it! If you didn't see TRANSPO 72 in person, didn't see it last week in the auditorium when it was shown as VIDICOM #11, didn't see it on TV newsreels, you can still see it this week in the auditorium, sports fans! It will be shown on Sept. 12, Tuesday, and on Sept. 14, Thursday, at 10:00 a.m. and at 3:00 p.m. each day. It's in full color! It's exciting! Attendance was high last week! Don't miss it this week!



LET YOUR FINGERS DO THE DIALING. . . . Have you wondered where your new DOT phone book is?? Because of problems with the alphabetical portion of the directory, the July issue wasn't distributed. The time required for corrections would have made the rest of the book out-of-date, so OST officials decided to begin a new book instead. It should be out the first week of October.

CALL FOR THE NEWS. . . . Keep those calls and calls coming...INTERCOM Broadcast Briefs changes its FAA news flashes daily...not to mention weather forecasts and delectable menu temptations from the kitchens of the FOB 10A cafeteria. Dial x63232 anytime between 8:30 a.m. and 5:00 p.m. for a three-minute recorded message about agency activities, people, events.

WE WANT WOMEN. . . . In the August 7 issue of INTERCOM a request was made for participation by FAA Headquarters employees on Merit Promotion Panels (MPP) as designated representatives of the Office of Civil Rights as provided for in agency regulations. This is part of an affirmative action program to assure fair consideration of minority group persons and women for positions here at Headquarters. Responses to the request for volunteers included very few from women employees. A truly successful Federal Women's Program will require the enthusiastic support of FAA's women. If you are willing to assist in this effort to provide true equality of opportunity for women, please complete the application below. Representatives are needed at all grade levels. Phone Ms. Kathy Vitek, FWP Coordinator, ACR-3, x63785 for further information.

TO ACR-1

I am interested in serving as a representative for the Office of Civil Rights on Merit Promotion Panels.

Name _____ Grade _____
Routing Symbol _____ Phone Ext. _____

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

72-38 18 September 1972

ACCIDENT PREVENTION HEAD WINS TRAINING AWARD

Through his personal leadership in improving the skill and knowledge of flight instructors throughout the general aviation community, James W. ("Pete") Campbell, Special Assistant for the Accident Prevention Program in Flight Standards, is receiving the 1972 De Florez Training Award, presented annually by the American Institute of Aeronautics and Astronautics for an outstanding improvement in aerospace training. The award consists of a certificate and a \$500 honorarium. Campbell served as Chief of the Flight Instructor Refresher Unit, FAA Academy, from 1967 until his present appointment in January 1971.

KEEPERS OF THE TOWER

In sixteen years, he rose from air traffic controller trainee to Chief of the control tower at Boston's Logan International Airport—the position assumed by William C. Keepers early this month following the retirement of former tower chief Joseph V. Connelly. Since 1967, Keepers worked in the Air Traffic Service at Headquarters. He began his career in air traffic with the Air Force and joined the agency in 1956.

"OUR HEARTFELT THANKS"

THOUSAND\$ FOR FLOOD RELIEF

After a disastrous flash flood struck Rapid City, South Dakota last June, the Rocky Mountain Region set up a flood relief fund to aid FAA people who suffered severe property losses. Fortunately, only three FAAers were victims of the flood, but their losses totaled thousands of dollars--cars, furniture, a trailer--all of it uninsured against the flood. A few days ago, these people wrote a letter thanking their fellow employees for their contributions--which came to more than \$2,000 dollars. Here is their letter:

We, the undersigned recipients of the proceeds of the FAA Rapid City Relief Fund, wish to express our heartfelt thanks to all our fellow workers who so generously came to our aid in our time of need with contributions of their time and money. Those of you who have suffered disaster loss are well aware of the many expenses involved in restoration. May those of you who have never suffered such loss be forever spared.

*Donald S. Barnes, Airway Facilities Sector
Field Office*

Dorothy J. Lee, Flight Service Station

*Donald B. Tyson, General Aviation District
Office*

And in the Eastern Region, \$23,394 from FAA employees all over the agency have poured into the Agnes Flood Disaster Fund to help an even greater number of agency employees who were victims of the worst flood in U.S. history. Plans are now underway to allocate the money.

IN PRAISE OF THE FINEST

Eight employees will be honored today at 3:00 p.m. at Headquarters for ideas and initiative that earned them places in the second FAA Annual Awards Ceremony. (Cont. on Page Two)

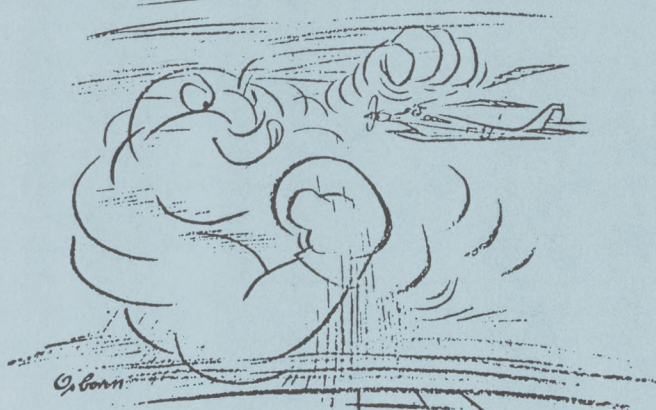
ANNUAL AWARDS (Cont. from Page 1). . . Administrator Shaffer will present the awards. The FAA Meritorious Service award goes to George U. Carneal, General Counsel, for outstanding leadership of the legal department and development of concepts for the ATC career legislation, regulations to implement the Airport/Airway Act, and for continuous efforts to eliminate the illegal seizure of aircraft; to Lyle K. Brown, Director, Great Lakes Region, for outstanding leadership, decisive actions and constant drive for excellence; to Robert W. Martin, Chief, ATC Operations and Procedures Division, Air Traffic Service, for development of plans for Central Flow Control and plans for handling the wake turbulence hazard, and for operation of the Air Traffic Service command post during the air traffic sick-out; and to Rocco Lippis, Assistant Chief, Aircraft Engineering Division, Western Region, for his work on type certification of the DC-10 and Lockheed 1011. The FAA Valor Award, to Milton L. Forrest, electronic technician, Miami AFS, for rescuing a trapped driver from a burning vehicle; Certificates of Achievement for EEO to Leo L. Fleming, engineering technician, AF Division, Western Region, for contribution to the Apprenticeship Training Programs for Alaskan natives, and to Henry R. Heraly, Unit Supervisor, Greenbay AFS, for his recruiting efforts for the 150 Program. And the Suggester of the Year Honor Award to Samuel A. Duncan, engineering technician, Dulles International Airport, for a simplified modification design of mobile lounge gates at the airport--which netted him a \$1,025 cash award.

IT'S STILL THREE WEEKS. . . Initial training for supervisors and middle managers at the agency's Management Training School is three weeks, not two as reported in last week's INTERCOM.

SAFELY OUT OF THE GRAY. . . The pilot was caught on top of a heavy overcast with a half-hour of fuel left, trying to get down so he could land at his destination, Lost Nation, Ohio. The Cleveland Flight Service Station put him in contact with Cleveland approach control (the tower), which pinpointed the plane's position on radar. The pilot told tower controllers he had almost no instrument flying experience. The tower told him to cut his airspeed, keep his wings level and begin a slow descent through the clouds. "My instruments are indicating all right, but my head feels like it's going in circles," the pilot's voice came over the radio out of the gray. "Keep your eyes on your instruments, you're doing fine," the controllers told him. He broke out of the overcast and was directed by the tower to a safe landing at nearby Freedom Field. During the month of August, 317 flight assists were reported--167 by flight service stations, 113 by towers and 37 by centers. There were a total of 522 people reported on board the aircraft involved. The primary causes for the assists included 200 lost pilots, 46 low on fuel, 53 involved in weather and 85 with some type of equipment malfunction. There were 118 pilots assisted by use of radar, 154 assisted with DF, 83 with VOR orientation and 41 by the use of geographical references. Reports indicate 21 student pilots involved, 22 gear-up landings averted, 30 night assists and 17 aircraft aided by other aircraft.

READY TO COUNT. . . . Representatives of the Department of Labor, the Professional Air Traffic Controllers Organization (PATCO) and the FAA begin counting ballots in the air traffic terminal and center representation election on September 19 at 8:30 a.m. The parties expect to complete the count no later than Thursday, September 21. The unofficial results of the election will be released upon completion of the count; however, the election results will not be official until certified by the Department of Labor following a 5-day period allowed for the filing of any objections to the conduct of the election.

SEND IN SAFETY IDEAS. . . . One picture is worth a thousand words and perhaps \$25. An agencywide contest for suggestions for aviation safety cartoons has been launched by FAA AVIATION NEWS, the monthly safety magazine for general aviation pilots. All FAA employees, even those retired, may enter the contest by describing in a paragraph or two the most unusual or significant incident or accident in their area--real names aren't necessary. Conclude with a two-



liner, something like this: Avoiding Adverse Weather/Could Keep Your Plane Together. The cartoons, which appear on the back cover of each month's NEWS, are drawn by noted artist Robert Osborn. Twelve \$25 awards will be given to the best dozen entries. Enter more than once if you like; contestants will be considered for more than one prize. Entries must be received by November 30 by Contest Editor, APA-20, FAA, Washington, D.C.

UPWARD MOBILITY FOR TECHNICIANS. . . . Three agency participants have entered the Cooperative Engineer Development Program for FY 1973-74. The three selected technicians will receive college training necessary to qualify for engineering status while gaining on-the-job engineering experience. Those selected are: John J. Faletti, Western Region; Stanford B. Swallow, Rocky Mountain Region; and Pike C. Reynolds III, Southwest Region. All three candidates were admitted to the College of Engineering, University of California at Los Angeles. Potential future candidates should check Order 3410.10 for qualification requirements and application procedures.

TERMINAL CONTROL AREA PROPOSED FOR BOSTON. . . . The agency has proposed a circular Terminal Control Area around Logan International Airport at Boston. The TCA would extend upward to 7,000 feet and outward 20 nautical miles. To operate in this airspace, pilots would be required to get air traffic control clearances, follow all ATC instructions and carry on board certain radio navigation equipment and a two-way radio. TCAs are already in effect at Atlanta, Chicago-O'Hare, Washington National, Los Angeles International and the three New York airports.

4/40 OR FIGHT. . . The agency's Junior Management Board is beginning a study of the 4-day, 40-hour workweek and wants to know employees' personal and professional reactions to the idea. As part of the study, questionnaires will be sent to a random sample of 400 Headquarters employees. The Board is considering what would happen if only FAA Headquarters changed to a 4-day, 40-hour workweek, while our field offices and other government agencies remained on their present schedules. Employees who don't receive questionnaires are invited to send their comments on the 4-40 workweek to the Office of the Associate Administrator for Administration, AAD-1, attention, AJB-1. You may submit comments without signing your name. All questionnaires and comments must be received no later than October 2.

RECEPTIONIST GOES HOME. . . Effective on the close of business Friday, September 22, the Headquarters information receptionist activity will be discontinued. Public inquiries will be handled by the GSA information service on 655-4000. The "walk-in" visitor will be served by additional house telephones placed in the lobby.

AWARDS AND REWARDS. . . The Systems Research and Development Service granted Quality Within-Grade Pay Increases to David F. Muller, Kathleen Mook and Paulette Queen, and Special Achievement Awards to Maurice E. Wright, Irene T. Jenkins, Robert McGinn, Stephen A. Cannistra, Patricia P. Carlton, Miles R. Walbrecht and Percy H. Andros. The Office of Training awarded a Quality Within-Grade Pay Increase based on outstanding performance to Catherine B. Bracey.

NEWS, FOOD, ETC. ON THE PHONE. . . INTERCOM Broadcast Briefs is on the wires and going (ringing) strong. Dial x63232 for a daily recorded message of agency news, views, activities, people, the weather and upcoming menu delights from the FOB 10A cafeteria. Items of pertinent information are welcome. Send them to INTERCOM Broadcast Briefs, AMN-30.

KEN SMITH PARTY PHOTOS AVAILABLE. . . The party may be over--but the memories remain. Not only memories, but pictures. Photos taken at former Deputy Administrator Ken Smith's party are now available for reviewing and purchase at the FA Club (Rm. 115, hrs. 9:30 to 4:00). Prices are as follows: 3 1/2 x 3 1/2 - 35¢; 5 x 7 - \$1.50; 8 x 10 - \$3.85; 11 x 14 = \$7.75. FA Club members receive 20% discount on the above prices. Place your orders by Oct. 10.

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

72-39 25 September 1972

MRS. NIXON HIGHLIGHTS AERO CENTER CEREMONY

The First Lady, Mrs. Richard Nixon, was scheduled to fly to the Aeronautical Center Saturday morning, September 23 to speak at the dedication of the Center's new Multi-Purpose Building and give the key to Center Director A.L. Coulter. A gala ceremony included music by the Putnam City High School Band, and attendance by many Center employees as well as Oklahoma City's lady mayor, Mrs. Patience Latting and Mrs. David Hall, the wife of Oklahoma's governor. The \$7.1 million building, completed in a year and a half, houses the Center's printing, distribution and computer services and the Transportation Safety Institute and the U.S. Coast Guard Institute.

AWARDS FOR FINFO

For their contributions to a feasibility study and implementation plan for a Flight Inspection National Field Office, four employees received a group Special Achievement Award from the Flight Standards Service and Office of Management Systems. In Flight Standards: Arthur R. Eno, Jr. (now assigned to NW Region), Norman W. Cannon, and David D. Bailey; in Management Systems, George B. Havens. The plan is now awaiting final approval from DOT on the site and field office chief.

MORE THAN 13,000 REPRESENTED

PATCO SPEAKS FOR CONTROLLERS



The Professional Air Traffic Controllers Organization has won the election for exclusive representation of some 13,200



nonsupervisory air traffic controllers, according to the results of the vote counted last week at Headquarters and reported to employees by GENOT. Ballots mailed in by controllers came to these totals: 8,578 voted "Yes" for representation by PATCO; 1,696 voted "No." The results of the election become official when certified by the Department of Labor after a five-day waiting period during which any objections to the conduct of the election must be filed. The waiting period began September 20, the day the vote tally was completed. When the results become official, FAA will recognize PATCO as the exclusive nationwide representative of the controllers who were eligible to participate in the election, which was ordered last July by the Department of Labor. Under Executive Order 11491, as amended, which governs labor-management relations in the Federal Service, a union with exclusive recognition is entitled to represent all employees in the bargaining unit, with respect to personnel policies and practices and other matters affecting working conditions.

BOOTSTRAP TRAINING FOR AVIATION WORKERS

Some 900 minority workers including Blacks, persons of Hispanic origin and women already employed in aviation-related industries at LaGuardia, Newark and Kennedy International Airports in New York and New Jersey will receive training for advancement in their careers under a \$498,487 agency contract recently awarded to the Council for Airport Opportunity. (Continued on Page 3)

NEITHER RAIN NOR SNOW STOP THEM FROM COUNTING. . . . During October your faithful mailmen will be counting pieces of mail and computing postage for a check on FAA's \$2.2 million annual postage bill. Here's a quiz to check yourself as either a postage miser or squanderer. Remember, they're your tax dollars! (Rates are based on average weights and average destination zones.)

1. One letter mailed flat (unfolded) cost postage of (1) 8¢ (2) 12¢ (3) 16¢ (4) 24¢
2. One letter mailed after folding once or twice costs postage of (1) 8¢ (2) 12¢ (3) 16¢ (4) 24¢.
3. Compared to surface mail, air mail packages cost (1) 100% (2) 200% (3) 300% (4) 400% more.
4. Mailing costs depend mainly on (1) mailroom personnel (2) mail management specialists (3) the people sending the mail or requesting the service (4) post office specialists.
5. Registering mail speeds its delivery: (1) true (2) false.
6. Certified mail provides a receipt of delivery, if desired: (1) true (2) false.
7. Special delivery mail is faster than direct pouch mail: (1) true (2) false.
8. Messenger mail in direct pouches travels unopened between most major FAA offices (1) overnite (2) within 2 days (3) within 4 days (4) within one week.
9. When several flat letters are consolidated in one envelope, postage (1) doubles (2) triples (3) quadruples (4) costs the same as one letter.
10. Compared to certified mail, registered mail costs (1) 100% (2) 200% (3) 300% (4) 400% more.

ANSWERS: 1.(4) 2.(1) 3.(4) 4.(3) 5.(2) 6.(1) 7.(2) 8.(1)
9.(4) 10.(4)

AGENCY PUTS \$\$ INTO ANTI-HIJACK METAL DETECTORS. . . . FAA is buying 2,290 passenger screening devices for use at airports to prevent hijackers from boarding airplanes. The 1,090 walk-through and 1,200 hand-held metal-detecting devices will be operated and maintained by the airlines at the airports they serve. All hand-held units will be delivered by November 1972 and all walk-through units, by January 1973. Costing \$2,701,444, the equipment supplements an estimated 700 detection devices previously bought by the airlines and already in service. The purchase of the equipment is another step toward passenger protection at all 531 airports served by the country's certificated air carriers. Orders for additional detection equipment will be placed in a short time.

FLYING HIGH. . . . Under the recently initiated "High-Flyer" program to further reduce airplane noise reaching the ground, FAA recommends that pilots flying under visual flight rules maintain at least 2,000 feet altitude enroute whenever possible, weather permitting, and plan approaches and departures at airports to avoid prolonged low-level flight. (Existing regulations ban flights lower than 1,000 feet above populated areas.) The procedures should not be followed, however, when they conflict with air traffic clearances or the pilot believes it necessary to fly lower in order to see and avoid other aircraft.

INTERCOM SOCKS IT TO YOU WITH DIRECT LINE. . . . To let more agency people read Direct Line questions and answers, INTERCOM here publishes an important Q&A regarding air traffic control specialists and their medical certificates:

**DIRECT
LINE**



Q. I'm an ATCS whose Class II medical certificate has been revoked because I had a medical problem requiring me to take a prohibited medication called Dilantin. I would like to change to the FSS option. Do FSS personnel require medical certification or have medication restrictions, considering that they don't actually control traffic?

A. A Class II medical certificate is not necessary for FSS personnel, but there are regulations on the use of certain drugs and sedatives that apply to all three AT options. See Facility Management Handbook 7210.3A, Section 9. Aviation Medicine has advised us that the drug you are taking would prohibit you from performing FSS duties, as well. However, the final determination in each individual case must be made by the Regional Flight Surgeon.

ON SHORT NOTICE. . . . Notice N 3430.4, which introduced the new Department-wide Performance Evaluation Record (PER) to FAA will be cancelled on October 1, 1972. The basic FAA directive on evaluation of employee performance (Handbook 3430.3) has not yet been updated to include data about the new PER. A Notice will be issued shortly which will contain essential guidance needed by supervisors doing the evaluations. This guidance is now contained in Paragraph 5 of Notice 3430.4. Rating officials may want to hold on to N 3430.4 until they receive the new Notice. People being rated will also find the information in Paragraph 5 of interest.

ICAO SEEKING APPLICANTS. . . . The following assignments are now available with the International Civil Aviation Organization. MONTREAL:
2 years - PC-22/72 Technical Officer, Rules of the Air, Air Traffic Services and Search and Rescue Section, Ground Branch, Air Navigation Bureau. P-3 (GS-11/13). 3 years - PC-23/72 Chief, Economics Section, Economics Section, Economics and Statistics Branch, Air Transport Bureau. P-5 (GS-14/15). Applications due in AIA-29 by 27 October 1972. Additional information about duties, qualifications, salary and benefits, as well as applications are available at your Manpower Division. FAA employees accepting assignments with ICAO are entitled to restoration rights.

OPPORTUNITY AT N.Y. AIRPORTS (Continued from Page 1). . . . The project is designed to improve workers' communication and other skills by providing general educational development, English as a second language for adults of Spanish language origin, and career and motivational counseling. The focus will be primarily on employees at the lower level of the aviation community. Students selected for training will receive supervised instruction four hours a day, five days a week, for a ten-week period. The program will be completed within a year. The contract award was made in cooperation with the Department of Health, Education and Welfare.

DAY CARE AVAILABLE. . . Working parents at Headquarters may want to look into information on child care facilities, available from Kathy Vitek, Federal Women's Program Coordinator, x63785, in the Office of Civil Rights. Lists are available of both public and private day care centers, which are located in the District of Columbia, and in Alexandria and Arlington County and Montgomery County. Also available is a referral source for day care centers in Prince George's County. In addition, you may get information on private schools in the Washington area, some of which provide all day care and transportation for students.

AWARDS AND REWARDS. . . The Office of Air Transportation Security presented Quality Within-Grade Pay Increases to Harold W. Phillips, James E. Parker, and Barbara E. Littlejohn. Airports Service presented a Special Achievement Award to Helen E. Butler and Quality Within-Grade Pay Increases based on outstanding performance to Patricia Campbell and Thomas H. Morrow. Flight Standards Service presented Special Achievement Awards to Mary P. Bobb, Mildred M. King and Katherine Lawhead; Quality Within-Grade Pay Increases to George D. Boswell, Ernest Boyer, Hayward S. Florer, Gerald E. Gibson, Marion D. King, Ellis C. Langford, Jean Luckel, William McNair, Lewis O. Ola, Ethelyn N. Poole, Teresa Safko, Edward B. Schilke, George D. Stathers, Francis A. Sutton and Raymond W. Wells, and Quality Within-Grade Pay Increases based on outstanding performance to Lauretta Blakeslee, Raymond D. Forrest, Paul R. Grim, Glenna Guido, Marie A. Jordan, Robert Marlott and Howard Simcox; and Length of Service Awards to Raymond Bauer, 25 years, Chester A. Bush, Sam Corso, Edward H. Davis, Hayward S. Florer, Ronald Sword and Joseph Werbke, all 30 years, and M.L. Cunningham, 35 years.

TIMELY AND MIND-STRETCHING. . . Under the sponsorship of the National Air and Space Museum, Smithsonian Institution, the Lunchbox Forum presents timely and mind-stretching topics in a series of informal discussions, speeches and movies between 12 noon and 1 p.m. Bring your lunch if it's bringable (but coffee will not be available). On September 27 see a movie, "The History of Lighter-than-Air Craft in the 19th Century," prepared by Paul E. Garber. It's in the Smithsonian Institution Building, 1000 Jefferson Drive, SW, Room 449, the conference room--right across the street from FAA Headquarters.

ON THE WIRES...ON THE SCREEN. . . Listen to INTERCOM Broadcast Briefs this week and you'll hear a different newscaster than you heard last week and a different one than you'll hear next week, because the Employee Communications Staff is rotating IBB editors to give the daily recorded message of agency news a different flavor each week. Dial x63232 for all the latest. And watch next week's INTERCOM for showtimes of the newest VIDICOM, "The Budget Story," to be shown in the auditorium in October.

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service to man in flight

72-40 2 October 1972

SHAFFER IS WRIGHT ON

For the key role he played as FAA Administrator during one of the most dynamic periods of aviation history, John H. Shaffer has been selected to receive the 1972 Wright Brothers Memorial Trophy. Among the accomplishments cited by the Trophy Selection Committee was the key part Administrator Shaffer played in the drive for the most comprehensive aviation legislation ever enacted into Federal law--the Airport and Airways Development Act. The Administrator was cited for being in the forefront of many of the recent efforts to make the National Airspace System safer and more effective. The trophy, awarded annually by the National Aeronautic Association for significant public service of enduring value to aviation in the United States, is a miniature silver replica of the original Wright Brothers airplane that flew at Kitty Hawk, N.C. on Dec. 17, 1903.

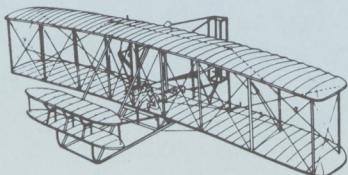
AUGUST IS RECORD MONTH

AIRCRAFT DELAYS HIT NEW LOW

The number of aircraft delays reached a new low in August. During the month the nationwide average of delays over 30 minutes reported to the agency was only 38 per day. The daily average of 38 and monthly total of 1,175 in August represented a 20-fold improvement over the worst month on record--July 1968 when the daily average was 766 and the monthly total was 23,759. The low record in August was achieved in spite of a two percent increase in traffic over the same month last year. Administrator Shaffer identified weather as the principal remaining cause of aircraft delays. Major factors in reducing aircraft delays are: the increasing amount of new, automated equipment operational throughout the air traffic control system, such as ARTS III in towers and big computers in enroute centers; increased staffing and maturing controllers; the use of hourly operations quotas at the high density airports serving New York, Washington and Chicago; and the establishment of the Central Flow Control Facility in Washington Headquarters to coordinate air traffic movements nationwide. Through direct links to all 20 NAS enroute centers and 19 key airport towers, this facility anticipates potential bottlenecks in the system and meters or reroutes traffic flow to minimize delays.

CIVIL RIGHTS PARLEY GETS IT ALL TOGETHER

The emphasis is on women as well as on ethnic minorities this week at the agency's 6th Annual Civil Rights Chiefs' Conference in Washington. (Continued on Page Three)



GROUP AUTOMOBILE INSURANCE. . . Although personnel officials are still encountering roadblocks in arranging Group Automobile Insurance, this project is still very much alive and on the front burner. Stalling implementation of group insurance currently is the inability of a major potential insurance carrier to handle a program of this size. However, agency officials are now trying out a satisfactory program with other insurance carriers who remain interested. Another problem which must be solved concerns the use of the Treasury Department's payroll deduction form. Each time a change in an insurance policy is required, a new form must be filed by the employee according to a particular schedule. If this problem can be resolved, the program could be underway by the first of the year. If the problem cannot be resolved, the whole project may have to be dropped. In the meantime, personnel officials again advise employees not to cancel their present auto insurance or let it lapse in anticipation of this program.

WEATHER INFO PLEASE. . . The new weather service aloft--Enroute Weather Advisory Service--which went into service at four West Coast flight service stations last month is getting enthusiastic responses from pilots and specialists alike according to William Flener, Air Traffic Service Director. Flener, who talked with several EWAS specialists during a recent visit to the Coast, said that some air carriers as well as general aviation pilots are showing interest in the new weather service which provides airborne pilots with the latest weather information on "weather-only" radio frequencies. He said that the EWAS specialists who received special weather training before assuming the new jobs are being kept busy by answering up to 100 weather information requests per shift. EWAS is scheduled to operate in 44 FSSs nationwide with the next group of eight stations to begin service in the New England, Eastern and Southern Regions.

MORE BENEFITS FOR VETERANS. . . Recently a law was passed by Congress and approved by the President which provides benefits for veterans receiving certain kinds of on-the-job training. The FAA has secured approval from the Veterans Administration of the Air Traffic Control and Electronics Technician Training Programs at the GS-4 and GS-5 levels which will allow benefits for participating veterans until they reach the GS-7 level. The amount of benefits paid will vary from \$108 per month down to \$27 per month according to stage of the training program and number of the veteran's dependents. Eligible employees should contact the nearest VA Office to obtain necessary forms to file their claims. FAA Facility Chiefs are authorized to certify enrollment and attendance of AT and ET trainees to facilitate processing of claims by the Veterans Administration.

SHAFFER TO ADDRESS ATCA MEETING. . . As principal speaker, Administrator Shaffer will discuss airborne and ground collision avoidance systems at the Air Traffic Control Association luncheon meeting in Chicago October 10. The luncheon is part of the Association's 7th Annual Meeting, October 9 to 11, which will feature a three day technical program. This open forum on all aspects of air traffic control is designed to present new trends and developments in the air traffic control system. Also participating in the meeting will be Air Traffic Director William M. Flener who is scheduled to present ATCA's awards to the Controller of the Year, the Facility of the Year, Technical Writing Award winner and the runner-up in all categories.

OCTOBER IN FAA WORLD. . . "Quieting the Skies and Clearing the Air" takes a look at FAA's campaign to make aviation environmentally compatible and a good neighbor...FAA's "Job Aloft" depicts 15 work-horse types in the agency's fleet of planes...How man and machine interface in aerobatics is the theme of "Conquering the G Forces" ...Read how the 150 Program is opening doors to minorities and women in the air traffic field in "A Big Step Upward"...In the bright-idea department: "Scratch-Building a Simulator" for under \$1,000...Your favorite features, too--Direct Line, Faces and Places, Like It Is, Faables--and a NEW one, "Mobility Gulch." This is your own classified ad column for homes to rent or buy if you're moving and vacation houses and planes for sale. Send in your ads for free!

CIVIL RIGHTS PARLEY GETS IT ALL TOGETHER (Continued from Page 1). . . . Spokeswomen including Kathy Vitek, Federal Women's Program Coordinator at Headquarters, Ellen Wormser, AMN-3, and Mary Pickard, FWP Coordinator from HUD, will address the conference and answer questions. This year's conference also includes, for the first time, both the internal (within the agency) and external (for agency contractors) EEO programs on the same agenda to engender better communications between the two. An Issues and Answers Panel composed of Headquarters and field people will tackle questions about internal and external EEO programs, and Upward Mobility and Affirmative Action efforts will be discussed. Each civil rights staff chief will outline regional programs in a series of short "Show and Tell" talks. In the external realm, Logistics Service Director Paul Comulada will focus on minority business enterprise. Guest speaker Irving Kator, Assistant Executive Director, Civil Service Commission, will concentrate on certain aspects of the 1972 EEO Act and its impact on agency programs. The Conference runs October 2-6.

LOW VISIBILITY LANDINGS OKed. . . The agency's first authorization to operate at Category IIIa weather minimums was issued to TWA by the Kansas City Air Carrier District Office last month. TWA can now operate their Lockheed L-1011 aircraft at Dulles International Airport down to a minimum visibility of 1,000 feet runway visual range. The L-1011 automatic flight control guidance system met the requirement for CAT IIIa operations when the plane received type certification. After gaining operational experience at minimums of 1,000 feet visibility, TWA may apply for minimums as low as 700 feet RVR.

"CLOTHING FOR KIDS" DRIVE. . . . The 1972 "Clothing for Kids Drive" started September 18 and continues until mid-November. This worthy project was started by the Washington Public Schools and the Council of Churches of Greater Washington to get the whole community involved in collecting and distributing good used clothing for school children. Secretary Volpe has pledged full support of the Department. Collection boxes are in the ground floor lobbies of FOB 10A and the Nassif Building and the third floor lobby of Building 159 at the Navy Yard. Make your contribution-- put your good used clothing for school children in one of the collection boxes and do your part to insure that no child misses his or her chance for an education just because they lack clothing.

COMBINED FEDERAL CAMPAIGN BEGINS. . . . Health and welfare services carried out in the U.S. and abroad benefit greatly from contributions made each year in the Combined Federal Campaign among Federal employees, which kicks off its 1972-73 drive in FAA Headquarters on October 12. "Keymen" in the Offices/Services will contact employees for pledges and contributions following the kick-off. Donations can be made by payroll deduction or direct billing to either the CFC or to a specific service agency. Let's all give our fair share to help those who need it and to reach our giving goal. GET INVOLVED GOR GOOD!

THE BUDGET STORY IS COMING, THE BUDGET STORY IS COMING!!

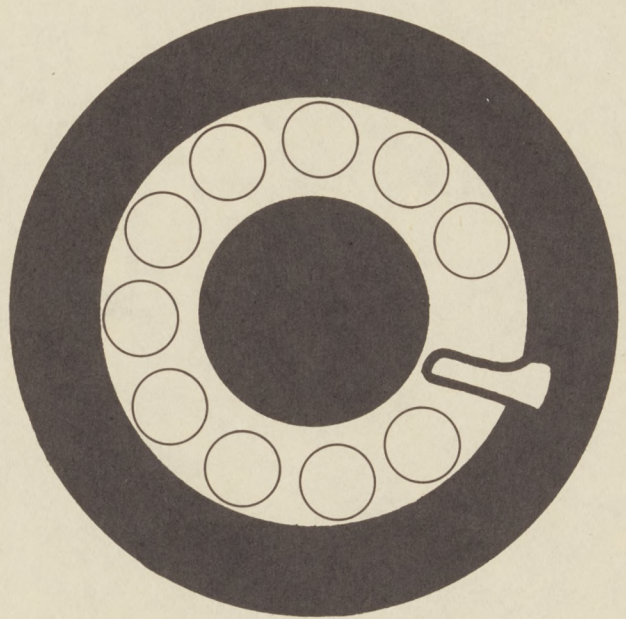
It's VIDICOM #12, which takes you on a magical mystery tour of the budget cycle and answers the questions: What happened to our request? Why does it take so long? Who decides what will be approved? Why is the sky blue? (No, not that one.) Show-times in the auditorium are 10 a.m. and 3 p.m. on October 10, 12 and 13 and 10 a.m. on October 16.

PLAY IT AGAIN, SAM. . . . Nonsupervisory employees who have not yet seen the Employee Drug Awareness videotape will have the opportunity to view it this week in the auditorium. Showings are scheduled for 11:00 a.m. and 3:00 p.m., October 2-6. Employees should report their attendance to their supervisors, since the program is mandatory training.

IT TAKES ALL TYPES. . . . Please share your good health and show concern for your neighbor, yourself and your families by pledging a blood donation now. The sign-up board for appointments is on the second floor outside the cafeteria in FOB-10A. All types of blood are needed to make a blood bank. The Bloodmobile will be here October 27. Make the gift of life!

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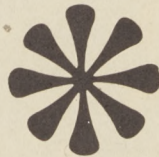
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72-41 10 October 1972

TRAINING AND POLICY CHIEFS NAMED

New Directors have been appointed for both the Office of Training and the Office of Aviation Policy and Plans. Howard R.

Richardson will take over the top job in training while Robert F. Bacon, a 1971 FAA Meritorious Service Award winner, becomes

Director of the Policy and Plans Office. Bacon began his career with the agency in 1946 in Anchorage as a clerk in the Contracts and Service Branch. Before being appointed to the Director

job, he was Chief of the System Planning Division in Airports Service. Prior to joining AAS, Bacon held several top jobs with the Bureau of National Capital Airports including Chief, Financial Management Staff.

Richardson moved up from the Deputy Director's position, a job he held since January 1971. Before that he was Chief of the Training and Career Development Division in the Office of the Secretary of Transportation. He had been with the Internal Revenue Service for several years before coming to the Department in 1967.

CLOSING THE TIME GAP

24 HOUR CENTRAL FLOW CONTROL

As of the first of this month all functions of the ATC System Command Center, located in the Headquarters building, are operating 24 hours a day, seven-days-a-week. Up to this time the Central Flow Control function of the Center was 16 hours a day. Central Flow, which manages the flow of traffic throughout the National Airspace System, has telecommunication equipment capable of providing instant joint communications between the Headquarters facility and the 20 NAS en route centers as well as 20 key, high density airport towers. Central Flow went to full-time operation because even during the nighttime period of slack traffic, the coordinating facility is still needed. Also, because of the time difference, when the facility closed at 11:00 p.m. Eastern Time, 8:00 p.m. traffic on the West Coast was often still heavy. Other 24 hour operating functions of the Command Center include reserving airspace for military missions and allocating quotas for the high density airports in the Washington, New York and Chicago areas.

DEDICATION AND GROUND-BREAKING FOR R.O.s

As an all star cast of speakers participated, the new \$3.1 million Rocky Mountain Regional Office building was dedicated Friday, Oct. 2. Keynote speaker was Colorado Congressman Donald Brotzman who was flanked by Colorado Senators Gordon Allott and Peter Dominick as well as Robert Kessler, the local Secretary of Transportation Representative, and Regional Director Merv Martin. The three-story contemporary building, which covers about a half a block, is located in the Denver suburb of Aurora and adjoins Denver's Stapleton International Airport. Following the flag-raising ceremonies, the new facility held an open house for the public for two days. Just as the move of FAAers to the new quarters was completed last month, work was beginning in Seattle for the new (Continued P. 2)

DIRECT LINE ON HOLIDAY LEAVE . . . Q. The Government made a big point about the three-day holidays that have been arranged.

**DIRECT
LINE**



A few days prior to both the July 4th and Labor Day weekends, GADO inspectors in my region were advised that all would do airport surveillance during those weekends. For Labor Day, however, the notice did say all inspectors not previously approved for leave would perform surveillance duties. I don't believe inspectors mind weekend surveillance because it's part of their job, but it does seem inconsiderate to

delay these notices until just a few days before the holiday when it's too late to cancel reservations and well-laid plans. There are two long weekends in October, and surely decisions to surveil or not can be made early enough so people can make plans and stick to them.

A. While we agree this was short notice (and this is being worked on), the region letter to GADO chiefs requesting airport surveillance for the Labor Day weekend did indicate that "all inspectors that are readily available should be utilized. Prior leave shall not be cancelled. The use of the modified work week is encouraged, but not required." The best approach, recognizing the need for surveillance duty on certain weekends, is to make your supervisor aware of your plans in advance so schedules can be coordinated. As for the October three-day holidays, we do not anticipate abnormal weekend coverage. In summary, the only two holidays when GADO inspectors normally are asked to do holiday surveillance are the 4th of July and Labor Day weekends.

FIRE PREVENTION WEEK, 1972 . . . One American home catches fire every 56 seconds. Last year because of fires, approximately 12,000 lives were lost and \$3 billion in property were destroyed. The week of October 8 has been set aside as Fire Prevention Week to focus attention on this tragic toll. Fire is almost always the result of human carelessness. Only people can prevent fires and eliminate fire hazards. Each one of us must become aware--not for a single time, but for all year--of what he or she can do to prevent fires. Think about fire prevention not only this week but all year.

GROUND-BREAKING (Continued from P. 1) . . . Northwest Region Headquarters building. Ground breaking ceremonies for the \$2.4 million building occurred on August 30. Construction of the building located on the southwest side of Boeing Field is expected to take about 10 months.

PLANNING A TRIP TO A FOREIGN COUNTRY? . . . All FAA employees contemplating travel in a foreign country are urged to obtain a copy of FAA Form 1600-19, entitled "Do's and Don't's When Travelling in a Foreign Country." Copies are available from the regional security staff or at the Investigations and Security Staff in Headquarters.

ALASKAN FSS SPECIALIST HONORED . . . Selected by the National Association of Air Traffic Specialists as the Outstanding Specialist of the Year in the field of flight safety recently was Henry A. "Buddy" Bayeur, air traffic control specialist at Annette Island, Alaska Flight Service Station. Bayeur was chosen for his "flawless actions" during a "save" he performed last December when a pilot ran into heavy icing conditions south of the Annette Airport. Using direction finding equipment Bayeur talked the pilot down to a safe landing although the airport's navigation and landing aids were out of service because of heavy snow; the aircraft's compass system wasn't working; and the most adverse weather conditions possible existed.

GSA CARS ARE TO USE . . . A recent audit revealed that agency travelers are not using GSA autos or GSA commercial contract car rental agencies in preference to cars of companies which may not be under GSA contract. Copies of GSA's "Traveler's Pocket Guide," identifying the more economical rental agencies under government contracts are available in the Travel Service Section. Authorizing, reviewing officials, and travelers are reminded of their responsibilities as outlined in the Travel Manual, 1500.13A, Section 2, and Motor Vehicle Management Handbook, 4670.2, Section 6. It has also been noted that some travelers have failed to report on their travel vouchers the use of commercial or GSA cars, thereby by-passing the approval of such rentals. To ensure compliance with agency policy, travelers are to report commercial and GSA car rentals on their travel vouchers and attach thereto for transmittal to the accounting office their copy of the commercial rental agreement or GSA Form 312, Daily Motor Vehicle Trip Ticket.

ESIS SELECTIONS . . . Melvin R. Hanson, Chief, Flight Standards District Office, Pacific Region; Herbert H. Stanley, Chief, Air Traffic Division, Pacific Region; Hayward S. Florer, Chief, General Aviation and Air Carrier Branch, Flight Standards Division, Pacific Region; Herman C. Bliss, Chief, Airports Division, Pacific Region; Rosario F. Bellucci, Chief Quality Assurance Systems Analysis Review Team, Aircraft Engineering Division, Western Region; William R. Ost, Chief, Flight Standards District Office, St. Louis, Missouri, Central Region; Harley L. Becker, Logistics Officer, Great Lakes Region; John D. Mattson, Assistant Chief, Air Traffic Division, Southwest Region; William S. Moore, Chief, Air Carrier District Office, Fort Worth, Texas, Southwest Region; Laurence N. Lightbody, Chief, General Aviation District Office, Houston, Texas, Southwest Region; Gordon L. Richey, Chief, Programs Branch, Airports Division, Fort Worth, Texas, Southwest Region; Jerry Z. Long, Airway Facilities Sector Manager, Edwards AFB, California, Western Region; and, Richard L. Collie, Chief, Air Carrier Branch, Flight Standards Division, Great Lakes Region.

AIR TRAFFIC TRAINING FOR HQ WOMEN . . . Three young women employees of Washington Headquarters were recently selected for air traffic trainee positions in the Eastern Region. Ms. Avis Sorrell, formerly a secretary in the Air Traffic Service, entered training at the Aeronautical Center in September. Ms. Janet Smith, a secretary in the Air Traffic Service and Ms. Denise Yorkshire, a clerk-typist with the Flight Standards Service will be starting their air traffic training this month.

GET YOUR FLU SHOTS . . . If winter is coming, can Old Man Influenza be far behind?? Preceding both are influenza immunizations, which will be offered free to all Headquarters employees of FAA, members of NTSB and SLSDC in FOB 10A, and employees at the Leesburg ARTCC and Washington National and Dulles International Airports. People allergic to chicken, eggs, feathers, or with other serious allergies may not receive the inoculation. People with chronic diseases, and those of any age group, particularly over 50, as well as air traffic controllers and other "firing line" employees are urged to get flu protection. Inoculations will be given from Monday, October 16 to Friday October 20, 9 a.m. to 3 p.m. at FAA Headquarters, room 327; Washington National Airport, First Aid Branch, room 70; Dulles International Airport, First Aid Branch, room G432; and Leesburg ARTCC, from 1:30 to 4:30 p.m., same dates.

WELCOME TO FAA!! . . . We haven't been able to say that for a while, what with freezes, ceilings, restrictions, limitations, de-escalations, etc., etc. At last we can, to: Robert W. Morris, Cornelius J. Appleby, and Rosemary L. Madden, all of AHQ; Iris N. McKinney, ABU; Horace E. Beaman and Richard L. Bowers, of ARD; Brenda L. Bradshaw, APN; Robert B. Conrad, Zula M. Bowman and Roland C. Rice, ACA; Roy J. Maurer and Joseph M. Dorsey, AGC; Etta B. Lynch and Brenda Munday, AAF; John Flinn, ASE; Mary Smith, AAV; Richard O. Ferguson, AAT; Brenda A. Elyard and Patricia J. Pistorio, AAS; Albert J. Bolster and Joseph W. Frantz, AFS.

\$TORY OF BUDGET CYCLE . . . "The Budget Story" arrives at the auditorium today, October 10, with shows at 10 a.m. and 3 p.m. It's colorful VIDICOM #12, which outlines the FAA budget process and answers some nagging questions, like, Why does it take so long? What happened to the request? Who decides? It will also be shown at 10 and 3 on October 12, 13 and 16, and 3 p.m. on the 20th.

GET YOUR NEW TELEPHONE BOOKS NOW! . . . New 1972-73 Washington Metropolitan Area telephone directories are now available in the A level garage lobby until October 30.

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WACOA MEETS IN WASHINGTON

The Women's Advisory Committee on Aviation will meet in Washington October 25-27 to discuss ways of further increasing pilot participation in FAA's General Aviation Accident Prevention Program. Nine new members will be inducted during the meeting, all of whom are rated pilots with extensive backgrounds in aviation. Four of them hold airline transport certificates--the highest pilot rating given by the agency. Among the new members is Mrs. Betty H. Moseley of Lexington, Ky., who received FAA's Award for Distinguished Service last December for aiding another pilot in the 1971 Powder Puff Derby, forfeiting her own chances of victory. Speakers on the agenda for the three-day meeting include Administrator Shaffer and Assistant Administrator for General Aviation John L. Baker. They will lead off discussion of the agency's highly acclaimed accident prevention program, which is aimed at improving the safety record of private pilots through education, persuasion and other voluntary means.

FLOOD FUND PAYS OFF NEEDIEST

Checks for employees who suffered the most severe losses during last June's Agnes flood disaster have been delivered. Early this month the \$24,310 fund was turned over to local coordinators for distribution by Eastern Region Director George Gary. As he commended the generosity of all contributors, Gary noted that this was the biggest such collection in the agency's annals. Accompanying each check was a letter from the Administrator, who said he was proud to be able to forward the money "contributed by your fellow employees throughout the FAA," and added, "I am particularly proud that in the face of disaster and hardship so many of you were willing to divide your time in the face of personal losses to continue the operations of the agency under extremely adverse conditions and under circumstances where they were essential for provision of relief services to the community." FAAers suffered flood damage ranging from the complete loss of their homes to the loss of garages, sheds and furniture.

TV STAR BOOSTS AVIATION EDUCATION

Education through aviation champion Lloyd Haynes, (teacher Pete Dixon in the TV show, "Room 222") visited Headquarters last week to discuss various aspects of education and aviation with Administrator Shaffer and General Aviation Assistant Administrator John Baker. Haynes, who flies a Bellanca himself, introduced aviation into the Room 222 show after he was contacted by FAA aviation education specialist Charles Dobson. The episode, co-authored by Haynes and featuring learning through aviation, is entitled "Lift, Thrust and Drag." Appropriately, Dobson was the technical advisor for the show, which is scheduled to be aired on October 27 at 9 p.m. FAA WORLD in November will feature a cover story on the TV episode and Dobson's role in bringing it to the screen.

UNDER EMERGENCY CONDITIONS . . . The woman was flying strictly "under emergency conditions." She didn't know how to fly or much less how to land the twin engine plane. Her husband, the pilot, was unconscious in the seat beside her, and she was close to hysteria when she got in contact with the Combined Station/Tower at Hap Stevens Field in Hutchinson, Kansas.



Fortunately there were "two pros" on duty to help her. Gerald Kershaw and Radean Reade calmed her and helped her fly the plane in wide circles while they contacted a local twin engine pilot who "talked" the now calmed novice pilot down to a near perfect landing. During the month of September, 270 flight assists were reported--145 by flight service stations, 103 by towers and 22 by centers. There were a total of 463 people reported on board the aircraft involved. The primary causes for the assists included 167 lost pilots, 30 low on fuel, 42 involved in weather and 68 with some type of equipment malfunction. There were 95 pilots assisted by use of radar, 149 assisted with DF, 55 with VOR orientation and 40 by the use of geographical references. Reports indicate 22 student pilots involved, 16 gear-up landings averted, 36 night assists and 16 aircraft aided by other aircraft.

ESIS SELECTIONS . . . James L. Basgall, Chief, Program Branch, Airports Division, Central Region; Roy J. Taylor, Jr., Chief, Airway Engineering Support Division, Aeronautical Center; Edward A. King, Chief, General Aviation District Office, Minneapolis, Minnesota, Great Lakes Region; Gerald L. Trout, Airports District Office Manager, Lansing, Michigan, Great Lakes Region; Laurel G. Smalley, Chief, Flight Standards District Office, Cleveland, Ohio, Great Lakes Region; James F. Popp, Chief, Planning Branch, Airports Division, Rocky Mountain Region; Charles G. White, Airway Facilities Sector Manager, Great Falls, Montana, Rocky Mountain Region; Charles Biberstine, Airway Facilities Sector Manager, Salt Lake City, Utah, Rocky Mountain Region; and Floyd C. Emanuel, Airway Facilities Sector Manager, Phoenix, Arizona, Western Region.

NEW, HIGHER TOWER CAB . . . A new and larger tower cab is being built at Seattle-Tacoma International Airport under a \$428,490 contract recently awarded to the Port of Seattle by the agency. The modernization will also include extending the height of the tower structure 25 feet. Work on the tower will not disrupt air traffic service at the airport. The existing tower cab will remain in continuous operation until the new cab has been completed and occupied. The modernized tower will meet FAA's air traffic control needs at the Seattle-Tacoma airport for the next 20 years without additional structural alterations. The new cab will incorporate provisions for recently developed systems, such as BRITE I radar display, and provide an improved control console configuration and additional air traffic controller positions.

HIJACK SHOW ON THE TUBE . . . "The Air Pirates: Can They Be Stopped?" is a CBS Reports one-hour TV documentary that will be shown Friday, Oct. 20 at 9 p.m., Eastern Daylight Time. FAA officials, including the Administrator; James T. Murphy, Director of the Office of Air Transportation Security and Dr. H. C. Haynes, Chief of the Behavioral Sciences Division in the Office of Aviation Medicine, were interviewed for the program.

SHAFFER SEES ALL-CARGO AIRPORTS . . . Airports for the 1975 to 1995 period must be designed for specialized aircraft operations such as long-haul and short-haul regional airports, general aviation, and increasingly, all-cargo airports, Administrator Shaffer told the Michiana Committee for Improved Transportation at South Bend, Ind. last week. He went on to say, "Cargo handling capabilities and methods at airports leave much to be desired. In 1969, about 70 percent of the cargo capacity of U.S. airlines went unused. The 30 percent that was used contributed more than 15 percent of our airlines' total revenue for the year. As the big new wide-body jets begin joining airline fleets in ever increasing numbers, impressive gains in airport cargo handling facilities, indeed, the advent of all-cargo terminals must surely become manifest. In fact, it seems certain to me that all-cargo air terminals at points not too distant from major population centers will become keys to instant economic success for communities who plan for them."

"SAFETY IN THE SKIES, ABOVE ALL" . . . That's the title of a new movie now available from the FAA Film Library in Oklahoma City for non-profit showings. The 10-minute color film, sponsored by the Office of Public Affairs, describes FAA's stewardship of the National Airspace System and provides a brief look at FAA's programs and responsibilities. Depicting the agency's role in supporting a truly balanced national transportation network, the film shows progress in automating the air traffic control system, illustrates how airports can and should be better neighbors and demonstrates how FAA's role encompasses the total aviation environment. Film requests may be made by writing to the Film Library, AAC-44.5; Federal Aviation Administration; Post Office Box 25082; Oklahoma City 73125. Give the film title and number FA-12-72. Provide complete address and first and alternate choice of dates for showing.

COLLISION AVOIDANCE: HOW TO DO IT . . . How many ground stations and where to put them is the double-edged question McDonnell Douglas Corp., St. Charles, Mo. will tackle in a collision-avoidance study for the agency. The ground stations would feed precise time information into airborne CAS units which compute the position of aircraft relative to each other, alert pilots to potential hazards and recommend evasive action. Under the \$194,542 contract McDonnell will look at different types of ground stations and CAS equipment to determine the best, most economical combination. A final report will be available after the 24-month study.

DIG THEY MUST OR THE SUBWAY GOES BUST



Metro has come to FAA's backyard. A bulldozer and a hole-digger moved in last Wednesday, turning the grassy spot between Headquarters and the Penn Central Railroad into a dusty lot as excavations began for relocation of sewer and drain pipes and power lines to make way for the 7th Street subway line. For the next three years a fence will surround HQ's former picnic ground, which will be used as a "staging area" for work on the L'Enfant Plaza station and adjoining subway lines. An observer was heard to remark last week as he looked over the panorama from the sixth floor of FAA Headquarters, "Jeez, that's the fastest I've ever seen a grass field bulldozed into dirt."

GET INVOLVED FOR GOOD . . . The slogan of this year's Combined Federal Campaign really "tells it like it is." Your contributions and pledges will help strengthen the services of the many voluntary charitable organizations covered by CFC. Open your hearts and pocketbooks to those in need, and contribute generously. The FAA campaign officially opened on October 12. Our goal is 100% participation and \$190,077.84. Sign up for easy payroll deductions. See your keyman for details.

THE BLOODMOBILE IS COMING! . . . The Red Cross will set up the Bloodmobile Friday, October 27 in the FA Club, room 117, FOB-10A. The sign-up board is outside the cafeteria on the second floor and has spaces for 139 names, with appointments every half-hour between 10:00 a.m. and 3:30 p.m. Sign up now for a bloody good contribution. The benefits are for you, your family and other people in need.

AWARDS AND REWARDS . . . The quiet Short-Haul Air Transportation System Office presented a Quality Within-Grade Pay Increase based on outstanding performance to James C. Dziuk. The Office of Management Systems presented Quality Within Grade Pay Increases to Charles Bickel, Delbert Brock, Barbara Bunch, Arthur Dahmer, Sylvia Goring, Claudette McDaniel, Chester McDonald, Nicholas Soldo, Thad Uehling; Special Achievement Awards to Lynda Holland, Mike Pascal and Patricia Wilson.

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72-43 24 October 1972

DR. DAILEY GETS FLIGHT SAFETY AWARD

For work that was "instrumental in reducing the hijacking problem to one of manageable proportions," Dr. John T. Dailey of the Office of Aviation Medicine received the Flight Safety Foundation's 1972 Louis De Florez Flight Safety Award last week in Washington. Dr. Dailey developed the behavioral profile designed to identify potential hijackers before they board aircraft. He worked on a task force established in 1969 to develop a deterrent to air piracy and later helped incorporate the profile into a total passenger screening system.

CHIEF & DEPUTIES

Recently selected as Chief of the San Juan en route center was Frank C. Jaget who journeys from the Albuquerque Center where he was Deputy Chief. Also announced recently were three new deputy chiefs: Harry L. Burton, from the Air Traffic Service, was picked for the job at the New York Center; Daniel J. Bove of the Eastern Region Air Traffic Division goes to the New York Common IFR Room; and John P. Foundos, formerly of the New York Center, becomes Deputy Chief at the Washington Center.

IMPLEMENTING ORDER SENT TO FIELD

ATC LEGISLATION EXPLAINED

In order to fully explain the recently enacted ATC Career Legislation, the Office of Personnel is launching a full scale "info" campaign. The order implementing the law is being sent to all en route centers, terminals and other regional AT facilities this week and will be distributed to controllers on a one-to-five basis. This order will be followed by a fact sheet appendix as questions about the program are generated in the field. Also being prepared as part of the campaign is a Special INTERCOM which will spell out what every controller needs to know about the law. Basically, the order being distributed this week defines who is covered under the law, provides procedures for the involuntary separation of an air traffic controller from a covered controller's position for medical or operational reasons, and establishes procedures to carry out such a controller's entitlement for up to 24 months of training for a second career.

ADMINISTRATOR STARTS CFC BALL ROLLING

Speaking to the keymen and keyladies at the kickoff rally of the Headquarters Combined Federal Campaign, but addressing all FAAers, Administrator Shaffer implored agency employees to give generously. He said, "Federal civilian employees and military personnel have been generous in their support of the voluntary organizations in the past, and I am sure that each of you will want to set an example of responsible citizenship in your community. As a nation we are striving toward a better way of life--in education, in health, in our environment and the well-being of our people. (Continued on Page 3)

U.N. DAY



OCT. 24

NATIONAL ELECTION AND THE HATCH ACT. . . . As election day draws near, employees and supervisors are reminded that as Federal workers their political activities are regulated by the Hatch Act. Despite recent court challenges, the Hatch Act remains in effect and continues to regulate the political activity of Federal employees. Check the list of do's and don'ts of political activities listed on the CSC Political Activity Poster now on display, also contained in Fed Facts No. 2 available in your servicing manpower division, and in the April 6 INTERCOM and in the May issue of FAA WORLD. A word to the wise--before you engage in any political activity that you feel might be questionable, check with your manpower division. They are equipped to provide advice.

DOT GETS AWARD LICKS IN. . . . Nine FAA employees were honored at the DOT annual awards on Friday the thirteenth of October. Fifty department employees received awards in all. The Award for Valor, the Department's highest for acts of heroism at great personal risk, went to FAA's James J. Saurage, Jr., radar maintenance technician, Intercontinental Sector Field Office in Houston, for rescuing two men who were in danger of drowning after the truck they were riding in plunged into a creek on February 24. The coveted Award for Meritorious Achievement went to five agency people: Jefferson W. Cochran, Director, Airway Facilities Service; Dorothy S. Haywood, Secretary to the Administrator; Hazel McKendrick Jones, Evaluation and Proficiency Development Specialist, Dallas FSS; C.R. Melugin, Deputy Director, Flight Standards Service; and Gustav E. Lundquist, Associate Administrator for Engineering and Development. Citation for Achievement in Equal Opportunity: Paul M. Comulada, Director, Logistics Service; Hoyt Diamond, ATCS, Indianapolis ARTCC; and James S. Riggan, Program Analyst, Airway Facilities Division, AL Region.

AIRPORTS FEATURED IN NEW FILM. . . . "Airports Mean Business," a new FAA film which underscores the vital importance of adequate air facilities to a balanced national transportation network, was enthusiastically received at its premiere before the recent annual meeting of the National Association of State Aviation Officials. The film also cites the economic and ecological benefits that a community can gain through enlightened airport planning and development efforts. Prints of the film are being sent to all regional Airport Division Offices and Public Affairs Offices and to Airport District Offices. Other prints will be available through the FAA Film Library at the Aeronautical Center in Oklahoma City.

BENEFITS FOR VETERANS. . . . The October 2 INTERCOM announced Veterans Administration approval of benefits for veterans participating in FAA's air traffic control and electronics technician training programs at the GS-4 and GS-5 levels. Eligible employees should contact their Manpower Division, facility chief, or sector manager for local VA addresses and telephone numbers. Effective date of approval is November 1, 1971 and trainees may be awarded benefits from that date or the date they entered training, whichever is later. The amount of benefits paid varies from \$108 to \$27 per month according to the stage of the training program and the number of the veteran's dependents.

PATCO CERTIFIED EXCLUSIVE REPRESENTATIVE. . . . The U.S. Department of Labor last Friday, October 20 certified the Professional Air Traffic Controllers Organization (PATCO) as the exclusive agency-wide representative for most of FAA's center and terminal non-supervisory air traffic controllers. The bargaining unit does not cover some centers and terminals where a collective bargaining relationship or a certification bar existed. Facilities not covered include terminals at Tulsa, Buffalo, Atlantic City, Knoxville, Miami, Norfolk, Anchorage, Fairbanks, Quonset, Richmond and Roanoke; centers at Washington, D.C., Miami, Minneapolis, Jacksonville, Boston, Fort Worth, and Seattle; CS/Ts at Providence and Shreveport. Also excluded were ATCSs serving as instructors at the Academy, those serving at NAFEC or in the Panama Canal Zone, and those employed at flight service stations and international flight service stations.

TRAINING NOMINATIONS SOUGHT. . . . Regional and Center Directors and Office and Service Heads have been asked to nominate candidates for five long-term training programs in which the FAA participates. These are: the Education for Public Management Program; the Air War College; the Air Transportation System Specialist Program; the Industrial College of the Armed Forces; and the Woodrow Wilson Fellowship at Princeton. Programs are available for employees with high potential from grades 11 through 15, and participants are selected under competitive procedures. Most organizations will be announcing competition in the near future, and if you are interested in applying for one of these programs, you should inquire through the Manpower Division servicing your organization.

BACK TO STANDARD. . . . Time, that is. Clocks in most states go back an hour at 2:00 a.m., Sunday, October 29, giving people an extra hour of sleep and employees an extra hour of money if they're on duty. Employees working at the time of the changeover will receive night differential and overtime pay for working the extra hour. The pay of those on leave or using compensatory time will not be affected. The annual ritual of turning back the clock will be ignored in Arizona, Hawaii, Michigan and that part of Indiana which is in the Eastern time zone--these states have exempted themselves from using advanced time.

LEARNING THRU AVIATION. . . . "Lift, Thrust and Drag," the title of an aviation episode in the TV series Room 222, will be on the tube this Friday, October 27. FAA's aviation education specialist in Headquarters, Charles Dobson, conceived the show and was technical advisor during production. The show is on the ABC network, 9 p.m. EDT--check your local listings.

CFC BALL ROLLS (Continued from Page 1). . . . But people to people assistance, compassion and understanding also build a better way of life. Great and lasting good comes when each of us gives more to the common good--more of his time, or his purse and of his heart."

\$\$\$ FOR PEOPLE IN NEED. . . . During the first week of our Combined Federal Campaign in Headquarters, the European Region Office, the Office of the Associate Administrator for Administration, the Office of Labor Relations and the Office of the Associate Administrator for Engineering and Development topped their dollar goals by 118, 131, 167 and 103 percent respectively with 100 percent participation by their office staffs! Watch the Campaign Status Charts on the first and second floors for our--and your--progress, and if you haven't signed up for a pledge yet, what are you waiting for????

GIVE BLOOD. . . . The Bloodmobile will be here this Friday, October 27, in the FA Club, room 117, to receive donations of the vital, life-giving fluid. Appointments are still available, so sign up now on the board outside the cafeteria for an appointment between 10 a.m. and 3:30 p.m. If you give blood, you and members of your immediate family may receive free blood for one year, if the need arises. If FAA Headquarters meets its quota, everyone in HQ and their families are covered for one year. If too few people sign up for appointments, the Bloodmobile won't come at all, so make it your business to sign up, because the benefits are for you, your family, fellow employees and people in need.

SPEAKING OF SPACE. . . . The man who makes rockets go up, Dr.

Wernher von Braun, will talk of Space for Mankind and How Our Lives" at Lisner Auditorium, 21st and H Streets N.W., Monday, October 30 at 8 p.m. Von Braun, former Deputy Associate Administrator of engineering and Industries, is delivering a Lecture, which is sponsored by The Engineer Alumni Association and George Washington University. Everyone is invited to attend (free), but please call the University on 676-6435 first, so they'll know how many are coming.



about the "Practical Uses of Space Exploration Affects Our Lives" at Lisner Auditorium, 21st and H Streets N.W., Monday, October 30 at 8 p.m. Von Braun, former Deputy Associate Administrator of engineering and Industries, is delivering a Lecture, which is sponsored by The Engineer Alumni Association and George Washington University. Everyone is invited to attend (free), but please call the University on 676-6435 first, so they'll know how many are coming.

...AND OF SPEECH. . . . Every day we talk. The ability to speak is very important, so if you want to sharpen your skills at it, get in touch with the Speechmaster's Club of FAA Headquarters, which meets every Tuesday at noon in room 5c. The group offers assistance on the basics and the advanced--this is a golden opportunity for you to practice speaking directly, confidently and impressively, and have fun while you're doing it. Call club president Dick Barner on x68278 for more details.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

72-44 30 October 1972

KEY PEOPLE ON BOARD BY JANUARY

NEW DIRECTOR NAMED FOR AIRPORTS SERVICE

Clyde W. Pace, Jr. is the newly appointed Director of Airports Service, effective last week. Pace has been Acting Director since July 1972. Before that he was Deputy Director. Previously he was Deputy Director of the Bureau of National Capital Airports. Pace joined the agency in 1951 in the Central Region. A World War II B-29 pilot, he holds a commercial pilot's license and an instrument rating.

OUR WORLD IN NOV.

If you missed "Room 222" last Friday, read in FAA WORLD about FAA's role in producing this TV episode on aviation education in "Learning Can Be Beautiful"... "The World Is Their Playground"--travel clubs under the watchful eyes of ACDO inspectors... When tragedy strikes, "The Controllers' Friend" is on the spot to guide and counsel...FAAers compete in a pair of golf tournaments in "Fore...and After"...Fame and a small fortune await you in AVIATION NEWS' cartoon contest--we have the details... and your favorite features: Direct Line, Faces and Places, Like It Is, Faables, Mobility Gulch (Need a home?).

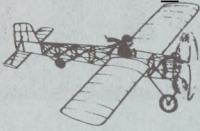
OKE CITY IS FLIGHT INSPECTION CENTER

Oklahoma City has been selected as the site for the new Flight Inspection National Field Office (FINFO), Administrator Shaffer announced last week. The new centralized office will direct the entire flight inspection program within the contiguous states, the Caribbean and the North Atlantic area and will report directly to the Director, Flight Standards Service in Washington. Key officials are expected to report to the new FINFO office by January while the full staff is scheduled to be in place by the end of the fiscal year in June. The new office will take over flight inspection activities gradually over a period of months. As FINFO takes over, the agency will acquire new jets to replace the agency's vintage, slowpoke DC-3s for flight inspection, with the first delivery expected by May 1973, and additional ones at four week intervals. Providing rapid response for flight certification of navigation aids, the jets will have no permanent bases. Crew domiciles and maintenance stations will be located at Oklahoma City and at seven or more strategic sites throughout the U.S.

HEALTH BENEFITS OPEN SEASON

All employees enrolled in plans offered under the Federal Employees Health Benefits Program will have an opportunity to change their enrollments during the open season scheduled for November 15-30, 1972. Eligible employees who are not enrolled will be able to enroll during this open season. Changes enrolled employees may make are: ● From one plan to another; ● From one option to another option in the same or a different plan; ● From self only to self and family.
(Continued on Page 3)

HISTORY IN THE COLLECTING. . . .



Have you got an old windsock? Flare pistol? Aeronautical chart? Radar tower? Know where to find them? These are the kinds of relics the National Air and Space Museum of the Smithsonian Institution is looking for to fill an exhibit on air traffic control next spring. The exhibit is a preview of things to come in the air navigation and traffic control hall in the Museum's magnificent new marble and glass home, for which ground was broken a few weeks ago across the street from FAA Headquarters. (It opens in 1976.) The agency is providing technical advice and some hardware, but the Museum needs more artifacts--large and small--from the early and middle eras of air navigation and traffic control, and hopes that FAA people can help. The Museum wants items that were used in real operation rather than in R&D. FAA Order 1200.18, March 13, 1972, "Smithsonian/FAA Artifacts Agreement for Identification and Transfer of Historical Materials" covers the subject. Loans or donations from either active or retired FAAers or other people are welcome, and full credit will be given to persons who provide items. Before sending anything, contact Robert C. Mikesh, National Air and Space Museum, Smithsonian Institution, Washington, D.C. Tel. (202) 381-5791.



CIVIL RIGHTS--GOOD IDEAS?! . . .

Ideas to improve equal opportunity, race relations or other civil rights matters among FAA employees should be sent to the Headquarters Civil Rights Committee, which is now putting together its FY 1973-74 ACTION program. Anyone with a suggestion should send it to the Chairman, Civil Rights Committee, AQS-10, Washington. The Committee is chaired by William Reddick, Quiet Short Haul Transportation System Office, and is made up of twelve members from various offices and services. Projects now under consideration include an upward mobility program for minorities and an information program for improvement of race relations; additional ideas are welcome. This call for suggestions is not a substitute for regular channels to handle individual complaints, however. By the end of this calendar year, the Civil Rights Committee will publish the projects it decides on, and will keep employees informed on their progress.

HIGHER COMMUNICATIONS. . . .

Michael C. Foley, Boston ARTCC, was concerned with an unsafe communication condition caused by a traffic control sector's use of two radio frequencies located at the Saratoga, N.Y. Long Range Radar site. He sent an Unsatisfactory Condition Report (UCR) which resulted in a survey that confirmed his suspicion, and the frequencies were relocated to Utica, N.Y. That greatly helped but did not solve the problem, so Dennis M. Kelley of the Boston center submitted a follow-up UCR, which led to the raising of the transmitting antenna by five feet, and that completely solved the problem. You don't have to be satisfied with a partial fix of an unsatisfactory condition. If the first isn't complete, try, try again--with a UCR.

HEALTH BENEFITS OPEN SEASON (Continued from Page 1). . . The brochures for all health benefits plans participating in this program have been revised; most plans have changed benefits or rates or both. Before November 10, 1972, each eligible employee will receive an open season instructions pamphlet, BRI 41-117, and brochures of the two Government-wide plans as well as brochures of group- or individual-practice plan(s) serving the area in which employees are located. Members of employee organizations which sponsor health benefits plans will receive brochures of the organization's plan through the mail direct from the Civil Service Commission. If you do not receive the appropriate brochures and the instructions pamphlet by November 10, 1972, you should contact your supervisor who will take appropriate action. General information about the Federal Employees Health Benefits Program is contained in SF 2809-A (a pamphlet), given to each eligible employee when he or she entered on duty. If you want to change your enrollment or are not now enrolled and want to enroll in a plan, you must complete a new Health Benefits Registration Form (SF 2809). The completed registration form must be received in your manpower division no later than November 30, 1972. In the regions, forms are available at manpower divisions and in Washington Headquarters, available at the Personnel Operations Division, AHQ-100.

A POLICEMAN'S JOB. . . Sgt. James E. Davis, Jr. and his fellow members of the Dulles Airport Police dug down in their pockets recently and came up with the money for a handsome plaque honoring the U.S. Park Police for "outstanding" assistance in keeping automobile traffic moving during the 10-day run of the U.S. International Transportation Exposition (TRANSPO) at Dulles last spring. The plaque was presented October 24 to Park Police Chief Grant Wright by R. Dan Mahaney, Manager of National Capital Airports. "Throughout TRANSPO and afterwards, the newspapers raved about the way traffic was handled and the lack of traffic tie ups," Sgt. Davis said. "But the Airport and Park Police were given little credit for the 12 to 14 hours a day spent in the blistering sun, not to mention the swirling clouds of dust at some locations. Nor did you hear about the policemen who had to be sent home because of sunstroke or sun poisoning. A policeman's job is a thankless job, and since no one else seems to give us credit, we must pat each other on the back."

EXTRA MEASURE OF SAFETY. . . The sixth FAA Terminal Control Area goes into effect at San Francisco on December 11, adding an extra measure of protection against possible mid-air collisions for airplanes flying in the affected airspace. Pilots intending to fly into the TCA must receive advance air traffic clearance and follow all controller instructions once inside. Aircraft must also carry on board certain communication and navigation equipment. The TCA extends upward to 8,000 feet and outward as far as 25 miles. Many comments received from pilots were considered when the agency decided on the final boundaries of the control area. TCAs are already in effect at Washington, Atlanta, Chicago, Los Angeles and New York.

CFC CONTRIBUTIONS STILL NEEDED. . . . During the first two weeks of our campaign efforts in Headquarters \$81,200 have been contributed toward the Administration's goal of \$190,077.84! Four more offices have joined the ranks of 'well done' and have already reached their dollar goals with less than 100% participation. They are: Office of the Administrator, Office of Budget, Office of Systems Engineering Management, and QSATS (Quiet Short-Haul Air Transportation System Office). If you haven't made your contribution yet, please do it now.

ELECTION DAY ON THE WAY. . . . Employees are reminded and encouraged to vote on Election Day, 7 November 1972. The cutoff dates for registering to vote were 6 October in the District of Columbia, 7 October in Virginia, and 10 October in Maryland. Employees may be granted an amount of excused absence which will permit them to report for work three hours after the polls open or leave work three hours before the polls close, whichever requires the lesser amount of time off. Voting hours for the election will be 8:00 a.m. to 8:00 p.m. in the District, 7:00 a.m. to 8:00 p.m. in Maryland, and 6:00 a.m. to 7:00 p.m. in Virginia. GET OUT AND VOTE!!

THE PARKING CONTRACT. . . . DOT will continue the Monument Parking Company services in the Nassif Building and FOB 10A garages for another year at the same monthly fee of \$6.60. You who park in the garages will soon receive new coupon booklets used for payment, so hold off payment for November until you receive the booklet.

AWARDS AND REWARDS. . . . The Office of International Aviation Affairs presented a Special Achievement Award to Marilyn R. Fobbs based on outstanding performance; Quality Within-Grade Pay Increase to Bruce A. Lombardi; and Career Service pins to Edward L. Jett, 30 years, Winston F. Hatch, 25 years and Harry J. Burton, 25 years. The Office of Headquarters Operations presented Special Achievement Awards to William Cohen, James R. Hubert, George Latchford, Frank Matle, Frederick Richter, Bernard B. Thiman, Norman Warbis, Sandra Carney, Gayle Clark, Majorie Collins, Rosetta Moore, Marie Phillips, Mary Reid, Linda Rogers, James Squillace, Alicia Todd, Eva Trent, Dorothy White, James Antonellis, and Alice L. Bailey; Quality Within-Grade Pay Increases to Alfred Roberts, Mary C. Reid, Albert Angelson, Samuel Lewis, Van der Veer Smith all based on Outstanding Performance Ratings, and to Alice Canterbury, Dorothy Fletcher, Alicia R. Todd, Martha Vitale, Genetta Bassett, Nelle Thomas, Emma Robinson, Gloria Cleveland, Evelyn Ryles, William Hood, Juanita Stewart, Mary Alston and Elsie Hauge. Length of Service Awards to Mary A. Alston and Edith D. Durant, 30 years, and Nelle Thomas, 25 years.

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INTER-AGENCY AGREEMENT SIGNED

VIDICOM #13

CHOCK FULL OF NEWS

The November "Vidicom Review" should be ready for viewing at most FAA facilities this week.

VIDICOM #13 portrays a round-up of happenings in and around the agency. Shown are Robert Poli, Executive Vice President of PATCO, and FAA's Ed Curran, Director of Labor Relations, as they meet to acknowledge PATCO's new standing within the agency.

Other features include a look at ARTS III for those who don't really understand just what this marvel is all about.

Also highlighted are continuing efforts to combat air piracy. This part features a segment from the Mike Douglas Show, including statements from both Secretary Volpe and Administrator Shaffer. Another action feature from the aviation community describes the Military Assistance to Safety and Traffic (MAST) program by showing a typical mission to save an auto accident victim. Rounding out the program are Direct Line responses to two correspondents, each with a problem of general interest. (Schedule of Headquarters showings on page 4.)

MINORITY BUSINESS AT AIRPORTS

"We're determined that minority businesses in airport communities get the opportunity to get their fair share," Administrator Shaffer said last week in signing an agreement between FAA and the Office of Minority Business Enterprise. The agreement promotes greater minority business participation in concession and construction opportunities at the nation's airports. OMBE Director John L. Jenkins also signed in ceremonies held at Washington National Airport. Under the agreement, FAA will require that airports receiving Airport Development Aid Program money inform OMBE of contract opportunities at the airports and cooperate with OMBE to assure greater minority participation in those contracts. OMBE will publicize the opportunities to increase minority business response to them. The types of businesses involved include banks, hotels, barber shops, drug stores, newsstands, auto services, taxis, parking lots, and liquor, food, clothing and gift shops and stores. Concessions such as these at airports nationwide are estimated to be grossing more than \$200 million annually. Some 660 airports have received ADAP funds to date and will be required to abide by the terms of the agreement, which reinforces existing DOT regulations aimed at equal business opportunity and non-discrimination in selecting contractors.

ARTS AHEAD AT FULL STEAM

The memory and brain power of 16 ARTS III systems already ordered will be increased under a \$315,000 contract amendment to Univac Defense Systems Div., Sperry Rand Corp. Meanwhile, the ARTS program of semi-automated air traffic control at busy airports continues at full steam, with Baltimore, Orlando and Albuquerque the most recent locations to be commissioned.

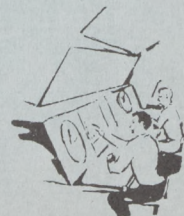
(Continued on Page 2)

CARTOON CONTEST COMING TO CLOSE. . . The aviation safety cartoon contest sponsored by the agency's safety magazine for pilots, FAA AVIATION NEWS, is drawing to a close. Send in a safety idea, a rhymed two-liner something like "Drifted snow may be solidly frozen/Take care it doesn't push your nose in" no later than Nov. 30. Your idea should be a helpful safety hint for general aviation pilots and if it's good enough, you'll win \$25 and your idea will be turned into a cartoon and published on the back cover of a future issue of the NEWS. Send entries (as many as you like) to Contest Editor, APA-20, FAA, Washington, D.C.

MIGHTY MEETING FOR MAINTENANCE. . . Over 650 representatives from the U.S. and abroad are expected to attend FAA's Eight Annual International Aviation Maintenance Symposium Nov. 28-30 at the Skirvin Hotel in Oklahoma City. Geared to the theme, "Aviation Maintenance and its Complexities," the symposium will provide aircraft owners, pilots, mechanics, airline operators, manufacturers, safety specialists, military personnel and others an opportunity to exchange information on virtually the entire spectrum of aviation maintenance. More than 20 technical papers will be presented during the three-day event. Included is a special panel session on the agency's maintenance mission which will be moderated by Jaime D. Serra, Chief of the Maintenance Division in the Flight Standards Service. Three branch chiefs from the division will also participate: Edwin N. Morey, general aviation; Robert K. Crothers, air carrier; and Jack W. Flavin, avionics; and George J. Harlow, Chief of the Flight Standards Technical Division at the Aeronautical Center.

SIGN IN, PLEASE. . . The DC-8, DC-9 and DC-10 will be studied by their maker, McDonnell Douglas Corp., to accurately pinpoint the noise patterns, or signatures, the planes make on the ground near airports. The agency is paying the company \$225,000 for the 14-month study, which will result in a computer model of noise source characteristics. Existing data and additional flights as needed will go into the study. The information should greatly help in land use planning in the vicinity of airports.

ARTS III AT FULL STEAM (Continued from Page 1). . . Fifty-seven of the total 64 ARTS systems have now been delivered, and 37 have been commissioned. The last seven systems should be delivered by the end of this year, with initial operation expected by mid-1973. Administrator Shaffer said "The ARTS III program is unquestionably one of the most successful programs in the developmental history of the air traffic control system...Every time I talk with controllers at ARTS III tower locations I hear consistently high praise for the system's reliability and the extra margin of confidence it provides."



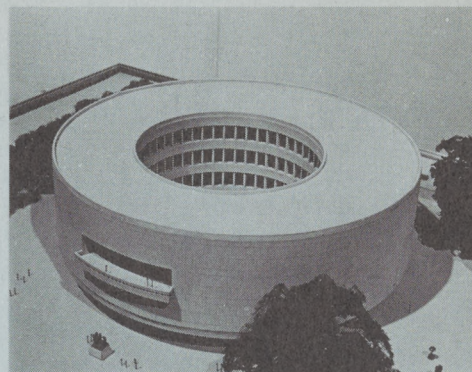
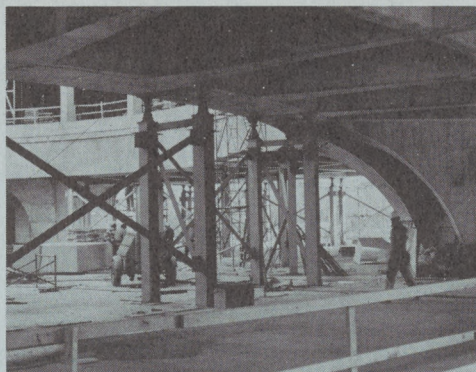
CREAM OF THE PROP. . . . A search for the nation's outstanding flight instructor has just been launched by FAA and the Aircraft Owners and Pilots Association in the first annual Flight Instructor of the Year Award program. Selection committees drawn from FAA and the aviation community will pick local and regional winners leading to selection of the national winner, who will receive a trophy, a citation, a \$1,000 cash award and a ceremony with his or her family in Washington next June. Anyone with knowledge of flight instructors, such as student pilots and FAA flight standards inspectors, may submit entries. Instructors must be active and hold valid and current FAA certificates to be eligible. The deadline is December 31; entry forms are at General Aviation and Flight Standards District Offices.

THE HIDDEN STORIES. . . . The stories you want to read in FAA WORLD are waiting to be written, because they're happening where you work, live and play. When the rare rather than the usual occurs, bring out a camera to record it and write down the events, statements and excitement of the moment. If you are a controller with a dramatic assignment, a technician with a thorny problem that takes a novel solution that can interest the layman, clerk with an exciting adventure, you may have a story that will interest your public affairs officer. Not every yarn is a winner, but among us tens of thousands, there are many great tales to be told.

NINETEEN DOWN, ONE TO GO. . . . A Spanish-American and two Black-owned contractors have been picked by the agency for Phase II construction at three en route centers. The contracts total more than \$7,200,000. Marco Construction Company of Albuquerque, N.M., in a joint venture with non-minority Frank Tatsch, General Contractor, received a \$2,240,000 award to modernize the Albuquerque center. Black contractor Robert Singleton received a \$2,455,366 award for work at the Jacksonville center, and another Black contractor, J.H. Copeland & Sons of Miami, received \$2,600,000 for the Miami center job. These were the 17th, 18th and 19th contracts for Phase II work. Phase II at each center includes refurbishing the main control room, expanding the cafeteria, and improving air conditioning and other support systems. Work at the centers will be completed in about 10 months. Minneapolis-St. Paul will receive the 20th and last contract, expected next February, for modernization of centers in the National Airspace System.

BOARD OF MANAGEMENT. . . . The FAA Junior Management Board has elected new officers and selected new members. The new officers are: Chairman, Edward Faberman, AGC, who replaces Rodney Guishard; Vice-chairman, Pat Beardsley, AMN, who replaces William Cress; and executive secretary, Anthony Amato, ATR, who replaces Phyllis Burbank, AHQ. The new members selected for the Board are: John Cassady, AGC; William Hamilton, AAV; Carolyn Coles, AHQ; Dennis Herrin, ARD; Daniel McGrath, ALG; Robert Griendling, AAS; Martha O'Connor, AFS; and Milton Myers, AIA.

*The Hirshhorn
Museum across the
street—as it looks
now on the inside
and as it will
look from low
altitude when it's
done.*



HEALTH BENEFITS OPEN SEASON. . . . During the forthcoming Health Benefits Open Season, November 15-30, 1972, you may enroll, change from one plan or option to another, or change from self only to self and family enrollment. If you wish to make one of the above changes, complete Standard Form 2809 and forward it to the Records and Processing Branch, AHQ-110 during the Open Season. SF-2809's may also be handcarried to the personnel office, Room 512. They may be placed in an in-basket which will be prominently located in the personnel office for that purpose. Pamphlets entitled "Open Season Instructions" and "Information to Consider When Choosing a Health Plan" will be distributed in sufficient numbers for all employees. Government-Wide Plans and certain Comprehensive Plans will be distributed in sufficient numbers for all employees eligible to enroll in them; however, the Columbia Medical Plan, a comprehensive plan, is available only to those employees of FAA Headquarters who reside in Howard County, Maryland and certain immediate adjacent areas. If you reside in this area and are interested in this plan, brochures may be obtained from the Employee/Management Relations Branch, AHQ-140, Room 512 prior to the Open Season.

SEE VIDICOM! ! ! "Vidicom Review," a series of short bursts on several-topics is coming your way, today in the auditorium at 10 and 3 and also on Nov. 8,10,13,14, and 15, same times.

NEW TELEPHONE BOOKS NOW AVAILABLE. . . . A new supply of 1972-73 Washington Metropolitan Area telephone directories are available in the A level garage lobby until November 15.

YA' GOTTA HAVE HEART. . . . Heart attack--one of every five American men will have one before age 60. A CBS film, "Can You Avoid a Heart Attack?" looks beyond statistics at how the American way of life contributes to heart disease and airs pros and cons on smoking and diet. Informative and provocative, the film is the Mid-Day Matinee in the auditorium Nov. 7 and 8, showtimes 12:00 and 12:30.

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ENO HEADS FINFO

With overseas assignments in Southeast Asia and the Panama Canal Zone in his extensive agency experience, Arthur R. Eno, Jr. now assumes the post of Director, Flight Inspection National Field Office in Oklahoma City. Prior to accepting the FINFO appointment, Eno was Chief of the Appraisal Staff in the Northwest Region, although he was recently on special assignment in Washington to help develop plans for the FINFO. Before the Northwest job, he worked for the Flight Standards Service from 1967 to 1971, taking extended assignments to Southeast Asia for technical feasibility studies. From 1965 to 1967 he was Area Manager at Balboa, Panama Canal Zone. He joined the agency in 1946 in the Administrative Services Division at Headquarters, and moved on and up to jobs as flight standards inspector in the Central and Southwest Regions, instructor at the FAA Academy, Chief of the Flight Inspection Branch, Central Region, and area coordinator, Southern Region.

FROM NASHVILLE TOWER AND LIVINGSTON FSS

TOP ATCSs PICKED BY AOPA

The Air Traffic Controller and Flight Service Station Specialist of the Year were honored recently by the Aircraft Owners and Pilots Association in Hollywood, Fla. Picked as the year's outstanding controller was Raymond W. England of the Nashville, Tenn., Tower while Glen D. Raney of the Livingston, Mont. FSS was named the Specialist of the year. Raney received the award for his outstanding assistance to a general aviation plane. The lights on the landing field were out because of an electrical failure the night a pilot called in for assistance. The surface wind was gusting to 55 turbulent knots as Raney left the warm station and drove his car to the approach end of runway 22. He positioned the automobile so the headlights shone down the runway and illuminated the numbers, and he placed three flares in a line behind the car at about 150 foot intervals as approach lights. With this kind of help the pilot (Continued on Page 2)

AIRWAY FACILITIES CAREER STUDY

The Airway Facilities Service and the Office of Personnel will conduct a joint study to review and assess FAA's present career system for major occupational groups in Airway Facilities. The comprehensive study will identify and define career ladder needs of the service and outline the underlying causes of employee dissatisfaction with career progression. The goal is development of formal programs of planned, orderly progression which will better meet the agency's need to attract, develop and retain a high-quality Airway Facilities work force. The study is tentatively scheduled to begin in January 1973.

OUTSTANDING ATCS'S (Continued from Page 1) . . . landed safely.

England was honored for the part he played in assisting a pilot who was low on fuel and trapped above an overcast. England was vectoring the pilot into Nashville Metropolitan Airport, but the plane ran out of fuel. England then provided radar vectors for the aircraft's descent through the clouds to the vicinity of a forced landing site. His description of visual landmarks greatly aided the pilot in locating a landing area after the pilot broke through the clouds. After finding the open field and landing, the pilot, his wife and three children walked away from the airplane.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization. MONTREAL - 2 years: PC-24/72 Language Officer (Translator), Spanish Section, Language Branch, Bureau of Administration and Services, P-2 (GS-9/12). 3 years: PC-25/72 Statistical Officer, Statistics Section, Economics and Statistics Branch, Air Transport Bureau, P-3 (GS-11/13). Applications due in AIA-29 by 18 December 1972. Additional information about duties, qualifications, salary and benefits as well as applications are available at your personnel office. FAA employees accepting ICAO assignments are entitled to restoration rights. The following pertains to requirements for the Language Officer position: Spanish mother tongue or the language used for the purpose of education. Ability to translate into, and to write in Spanish with a sound knowledge of syntax and stylistics essential. A sound knowledge of English is essential, and a working knowledge of French or Russian would be a valuable additional qualification.

GETTING THE JUMP
FAA 15 days



. . . The agency wants sport parachutists to give notice of all jumps into all controlled airspace and has proposed a rule to require it. The 15-day lead time would allow proper coordination between the air traffic control facility involved and the person or organization jumping and plenty of time to notify pilots. Current rules cover jumps only into airport control zones and positive control areas (18,000 feet and above) and don't set a deadline for applying for authorization. Jumps into other controlled airspace presently require only an hour's notice. Jumps into uncontrolled airspace would require a phone call or written notice to the FAA, in contrast to present rules which do not say how notice should be given.

FINAL CLEARANCE . . . William Parenteau, Chief of the tower at John F. Kennedy International Airport in New York, died October 31. He had returned to duty several weeks ago after hospitalization for a lingering illness. Parenteau joined the agency in 1942, rose to become chief of the LaGuardia, N.Y. tower in 1948, and was assigned as chief of the Idlewild International Airport (now JFK) tower in 1960.

CSC STEPS UP EEO-ROLE . . . The U.S. Civil Service Commission has taken a further step to implement the Equal Employment Opportunity Act of 1972 (P.L. 92-261) by issuing revised regulations covering EEO programs in Federal employment. Major changes:

- Agencies must now make reasonable accommodation to the religious needs of applicants and employees (including those who observe the Sabbath on other than Sunday) when the accommodation can be made without hardship to the business of the agency.
- Agencies must take steps to assure that all complaints are resolved within 180 days of filing. When an agency has failed to issue a final decision within 180 days of filing of the complaint, the recommendation for a finding of discrimination by a CSC complaints examiner will become the final decision of discrimination binding on the agency 30 days after the recommendation is made.
- Agencies will be required to investigate discrimination complaints brought by third parties or organizations.
- If an applicant has been denied employment because of discrimination, the agency must offer him employment at the title and grade denied him. Back pay is to be awarded from the date the applicant would have been hired. If an employee was discriminated against and denied a promotion or other employment benefit, agencies must take similar remedial action, including back pay where appropriate. The back pay awards may extend to a period two years prior to the date the complaint was filed.

CARNEAL RETURNING TO PRIVATE PRACTICE . . . George U. Carneal, Jr., the agency's General Counsel since October 1970, is planning to leave the FAA at the end of the year. Carneal came to the agency after serving as special assistant to the Assistant Secretary of Transportation for Policy and International Affairs. He is returning to private law practice with Hogan and Hartson. Before entering Federal service he was also associated with this large Washington, D. C. firm.

1984 AND AFTER . . . How will we control air traffic in the 1980s and 1990s? DOT has a keen interest in finding out, and has awarded a \$834,198 contract to TRW, Inc. to develop concepts for an Advanced Air Traffic Management System. The contract calls for determination of how much and what type of automation will be required, plus identifying back-up methods. TRW's effort is a follow-up to studies done for the Department by Boeing and North American Rockwell. By mid-1973 a comprehensive research and development plan will be developed for concepts to meet the air traffic needs of the 1990s.

BECOME AWARE OF DRUGS . . . Additional showings of the two-hour color videotape "Drug Awareness for Supervisors" will be held in the auditorium this week, on Nov. 16 and 17 at 9 a.m. and 1 p.m. Viewing the program is mandatory for supervisors, as required by Notice 3110.36, Jan. 11, 1972. Representatives from the Investigations and Security Staff, the Personnel Operations Division and the Office of Aviation Medicine will be on hand to answer questions. Any supervisors who have attended the Management Training School this year, where drug training is given, are excused from the auditorium sessions, as are supervisors who saw the program when it was shown here in the auditorium April 10-14 this year.

CFC - STILL SHORT OF GOAL . . . Three more offices have reached 100 percent participation and exceeded their dollar goals (APA, AOP, and AAP), while three others have exceeded their dollar goals with less than 100% participation, (AMS, AAU, and APN). However, we are still short of our total goal. As of the November 3 report, the FAA has met 67% of its dollar goal with 63% participation. \$126,484,42 has been contributed and pledged so far. See your keyman and sign up if you haven't yet!!

NEW CHIEF . . . James M. Vines has been named Chief of the Aircraft Programs Division in the Flight Standards Service. He had been acting chief since the end of June when his predecessor, William G. Shreve, retired.

TASTY NEWS TIDBITS . . . On Thursday, November 16, 1972, the sandwich line in the Cafeteria will be changed to an express line for the annual Thanksgiving "Turkey Special." The line behind the grill in the Cafeteria will be closed on November 24 and during the holidays from December 22 through December 29; and reopen on January 2, 1973. Roast beef will be available in another line. The Executive Dining Room will be closed the day after Thanksgiving, November 24 and during the holidays from December 26 through January 5, 1973; it will reopen on January 8, 1973.

VIDICOM!!! . . . See "VIDICOM Review," a series of informative stories--from FAA and Apollo to Air Piracy--this week, Nov. 13, 14 and 15 at 10 and 3 in the auditorium.

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72-47 20 November 1972

ADMINISTRATION, ADMINISTRATION

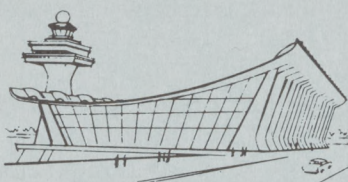
Charles E. Weithoner has been named Deputy Associate Administrator for Administration. Weithoner began his government career with the Civil Service Commission in St. Louis in 1956. He joined FAA as an employment specialist in 1963 and served as special assistant in the Office of the Associate Administrator for Administration from 1964 to 1967. His most recent job was as Deputy Director, Office of Management Systems, OST.

DULLES MANAGER

The appointment of Dexter P. Davis as the new Manager of Dulles International Airport was announced last week. A former air traffic controller at the Memphis enroute center, Davis was the Chief Operations Officer at Dulles since March 1970. In 1966 Davis was selected for FAA's Administrative Management Development program which led to his appointment as special assistant to the manager of Dulles in 1967.

15 MILLION PASSENGERS LATER

DULLES AIRPORT 10 YEARS OLD



Dulles International Airport was ten years old last Friday, Nov. 17. A large birthday cake was sliced and served to FAA employees at the airport and to arriving and departing passengers in honor of the occasion. At morning

ceremonies, R. Dan Mahaney, manager of National Capital Airports, accepted a plaque in behalf of FAA from Virginia State Senator Robert Fitzgerald, who is chairman of the Dulles International Airport Development Commission. Coincident with the 10th anniversary, Dexter P. Davis (see left column) has been appointed manager of Dulles, a post which he has held in an acting capacity since May. Davis succeeds NCA chief Mahaney, who has also been manager of Washington National Airport since August. President Kennedy dedicated Dulles Airport on Nov. 17, 1962, and the airport went into operation two days later. In ten years, Dulles has handled 15 million passengers and is expected to handle 2.5 million by the end of this year, an increase of 13 percent over 1971.

PLANNING FOR THE FUTURE

Top agency officials, including the Administrator, Associate Administrators and Regional and Center Directors got together for a two-day meeting in Florida last week to take a good, close look at the agency's overall programs and ways and means to improve them. Also discussed in depth at the retreat conference were the mechanics for informing Americans of the advantages and advances of aviation and its essential part in the Nation's transportation system. Among the items studied by the FAA leaders were such diverse topics as noise, air pollution, air piracy, airport congestion and crash locator beacons. The meeting was hosted by the Office of the Associate Administrator for Plans.

OPEN SEASON IS HERE . . . Instruction pamphlets (BRI 41-117) for the health benefits open season have been distributed to all employees. The open season lasts Nov. 15-30, during which employees may enroll in any health plan, or if already enrolled, change from one plan to another; change from one option to another option in the same or a different plan; and/or change from self only to self and family enrollment. Brochures for the two government-wide health benefits plans and for local and group-sponsored plans have also been distributed. Most plans have changed benefits or rates or both. If you haven't received the appropriate brochures by now, contact your supervisor immediately. To enroll in a plan or to change your enrollment, use form SF 2809, available at manpower divisions (in Washington, available at Personnel Operations Division, AHQ-100).

FAA TEAMWORK SAVES LIVES . . . With only 1,700 feet between the plane and the ground, five miles away from a landing at Shreveport Regional Airport, the pilot blacked out--to the horror of his passenger, who had never flown a plane. The passenger called the emergency to Shreveport approach control and got a quick course in cockpit controls from air traffic controller Fred Laird, himself a pilot. Then, using an ARTS III radar display, supervisory controller Calvin D. Losey worked the plane, trying to bring it down from the rain and fog. Shreveport approach control called the nearby General Aviation District Office, and accident prevention specialist Benny Voss was soon airborne in another plane, relaying instructions to the passenger and leading him toward the airport. Eased down by the passenger, the twin-engine plane hit the grass about 15 yards in front of the runway, bounced into the air and came down safely on the runway. During the month of October, 248 flight assists were reported--122 by flight service stations, 108 by towers and 18 by centers. There were a total of 476 people reported on board the aircraft involved. The primary causes for the assists included 138 lost pilots, 24 low on fuel, 55 involved in weather and 63 with some type of equipment malfunction. There were 95 pilots assisted by use of radar, 114 assisted with DF, 53 with VOR orientation and 37 by the use of geographical references. Reports indicate 16 student pilots involved, 17 gear-up landings averted, 36 night assists and 9 aircraft aided by other aircraft.

NEW HOURS FOR WESTERN REGION HEADQUARTERS OFFICE . . . Relocation to the new headquarters building in the Western Region is scheduled to begin on December 18, 1972. Upon occupancy, the hours of operation will be 7:30 a.m. to 4:00 p.m. This change in duty hours, necessitated by traffic conditions in the area, applies to the regional office only.

FSS AND GOLDWATER SAVE SIGHT . . . Responding to a call for emergency air transportation broadcast by the Kansas City Flight Service Station, Senator Barry Goldwater aided in the rescue of a 14-year old boy shot in a hunting accident in Kansas on Nov. 11. The hunting party had rushed to Goodland, Kan., where an airplane answered an emergency call and took them to Hays, Kan. A doctor there treated the boy, but decided he should be taken to Kansas City for immediate surgery. On the request of the Russell FSS, Kansas City FSS broadcast another general call for assistance and Goldwater, a retired Major-General in the Air Force Reserve who was flying a jet aircraft in the area, heard it, landed at Hays, picked up the group and flew to Kansas City in 25 minutes. His plane was given priority clearance all the way to Hays and into Kansas City. Surgery was performed and the boy is expected to regain sight in his eye.



TCA IN MIAMI . . . In a continuing program to provide terminal control areas centered on the major U.S. airports, the agency has proposed new air traffic rules and procedures for the Miami terminal area to further the safe and efficient use of that airspace. Under the proposal, FAA would establish a TCA centered on Miami International Airport. TCA's are already in effect at Atlanta, Chicago, Washington National Los Angeles International and the three major New York airports. The plan for a miami terminal control area was first discussed in January, 1970. The TCA would enhance safety by providing radar separation and control services to all aircraft in the designated airspace, whether operating in accordance with instrument flight plans or under VFR procedures. To operate within the TCA, pilots would need an ATC clearance and follow ATC instructions. A TCA goes into operation at San Francisco next month and another has been proposed for Boston's Logan Airport.

CONTRACTS TO IBM . . . The agency has awarded two contracts, totaling \$3,580,143, to the Federal Systems Division of IBM for the development of air traffic control facilities and equipment. A contract for \$418,815 calls for delivery of 15 adapter frames for installation in the central computer complexes at the five busiest air route traffic control centers to accommodate additional automation equipment for growing traffic demands. The larger award, some \$3.1 million, calls for IBM to develop several functions for the flight data processing and aircraft tracking computer program now being implemented in 20 air route traffic control centers in the continental U.S. This contract represents the start of the important final phase of FAA's enroute automation program.

HELP!!! . . . Headquarters is still short of its goal for the Combined Federal Campaign, a drive to support many worthy service, health and welfare organizations. Headquarters has met only 77 percent of its dollar goal so far, and the campaign closes this week. Try to make Thanksgiving a good one for others too. See your keyman and contribute NOW!

A BLOODY GOOD SUCCESS . . . Headquarters is again successful in meeting its American Red Cross blood donor goal! All Headquarters employees are covered for any amount of blood needed in the next year, thanks to those who gave and to the efforts of Helen Wisner, Blood Program Chairman, and Betty Martin, Blood Donor Recruiter, both of the Headquarters clinic. We actually made 110 percent of our goal. Get ready for next year.....

SUMMER JOBS . . . The Civil Service Commission has announced three test dates for high school and college students who want to work for Uncle Sam next summer. Applications received by 24 November 1972, will be scheduled for tests given 6 January 1973. Those received by 29 December 1972, will be tested on 10 February 1973, and those postmarked by 26 January 1973, will be tested 10 March 1973. Applications received after 26 January 1973, will not be considered. Interested students and parents should pick up CSC announcement No. 414 at the FAA's Employment Information Desk, Room 512, FOB 10A, x63329.

THEFTS OF MONEY FROM LOCKED DESK DRAWERS . . . In recent weeks reports indicate that thefts of money from locked desk drawers have increased. Coffee collections, flower funds, luncheon funds, etc., are the prime targets. The Investigations and Security Staff, AHQ-10, cautions all employees to refrain from placing money in desk drawers. Please be advised that locks on desk drawers and credenzas are not tamper proof and do not provide adequate security. Also, it is conceivable that keys are available to a potential thief. Report all thefts, regardless of the amount, to the Investigations and Security Staff, AHQ-10.

AWARDS AND REWARDS . . . The Systems Research and Development Service granted Quality Within-Grade Pay Increases to Esther Carter, Mario J. Gatti, William W. Graham, Bertram M. Smith and Frank G. Coons, the latter two for outstanding performance ratings, and Special Achievement Awards to Joseph Gamble and Richard F. Frakes, both based on outstanding performance ratings, and to James H. Muncy, Kenneth E. Coonley and Ricardo Cassell.

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FEDERAL FEMALES

Two FAA women are among six DOT nominees for the 11th Annual Federal Woman's Award, which will be presented in Washington March 6, 1973. Joan B. Barriage, an aerospace engineer in the Systems Research and Development Service, and Zoe H. Hermanson, of the Northwest Region Manpower Division, are the FAA nominees. Mrs. Barriage, who joined the agency in 1956 in the Flight Standards Service and is now Acting Assistant Chief of RD's Aircraft Noise Abatement Division, was nominated for her engineering vision, resourcefulness, direction and technical competence in development of the Vertical/Short Take-Off and Landing System (V/STOL). Mrs. Hermanson, Chief of NW's Personnel Branch, was nominated for her outstanding record and accomplishments, particularly in her present job and as Northwest's Manpower and Personnel Information System (MPIS) Manager, her previous position. She joined FAA in 1969 in Seattle after stints with other agencies and with private industry.

FIRST CENTER TO GET NEW SYSTEM

FLIGHT DATA SPELLED OUT AT L. A. CENTER

Alpha numerics, a system which automatically spells out aircraft number and altitude, came to the Los Angeles enroute center last week when testing on the radar data processing package of the Computer Display Channel (CDC) system began. This is the first center to test the equipment which electronically writes an aircraft's altitude and identity on the controller's radar display or "plan view display". (Alpha numerics are already in extensive use at 37 terminals where ARTS III equipment is in use.) After an extensive period of testing, L.A. center is expected to reach its initial operating capability with the new sophisticated equipment (Cont. Pg.3)

HIJACKING AND THE MEDIA

FAA's system to screen passengers is effective everywhere it's properly used, Jim Greenwood, agency Public Affairs Director, told the New York Airline Public Relations Association at its annual meeting in Acapulco Nov. 17. Speaking on air piracy and the news media, he said FAA's "security profile" is still the spinal column of the screening system. But if its details become too widely publicized, then "we may consider a more active, direct approach to identify selectees, including the total sterilization of terminal areas." He also said the Federal Communications Commission plans action against commercial radio stations which misuse their authority by broadcasting or reporting emergency transmissions during a hijacking. He stressed that careless and irresponsible news coverage impedes effective countermeasures. Greenwood said airlines will soon have weapons detection capability for every air carrier airport in the U.S. He added that Federal and/or local law enforcement officers are now on duty at airports which, combined, account for more than 70 percent of all enplaning passengers.

LONG TERM TRAINING AND WOMEN . . . Regional and Center Directors and office and service heads are in the process of nominating candidates for five long-term training programs. The 575 women employees of FAA in grades 11 through 15 are encouraged to inquire through their Manpower Divisions about applying for one of the following programs: Education for Public Management, Career Program for Federal Executives at Mid-Career, Industrial College of the Armed Forces, Air War College and the Air Transportation Systems Specialist Development Program. Assistance in applying for this "first" for an FAA woman is also available from your local Federal Women's Program Coordinator or the Civil Rights staff.

LET THERE BE LIGHT . . . An allocation of money to light the largest airport ever built in the U.S. has been approved under the Airport Development Aid Program. Earmarked for the lighting systems at the Dallas/Fort Worth Regional Airport is \$2,251,125. The allocation provides for the installation of lighting systems on four aircraft parking aprons near terminal buildings and along the major access roads. Also included are highway signs for seven roadways at the giant jetport now under construction on some 17,500 acres of land between Dallas and Ft. Worth. Scheduled for completion in mid-1973, the projected cost of the new airport is \$500 million.



ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization. CAIRO-2 years: PC-28/72 ICAO Representative, Middle East and Eastern African Regional Office, P-5 (GS-14/15). Applications due in AIA-29 by 3 January 1973. Additional information about duties, qualifications, salary and benefits as well as applications are available at your personnel office. FAA employees accepting ICAO assignments are entitled to restoration rights.

MORE AND BETTER AIRPORTS . . . During the first quarter of FY 1973 the agency approved Airport Development Aid Program (ADAP) allocations totalling \$45,241,923 for 81 developmental projects. Included are funds to develop five new airports at the following locations: Greensboro, Georgia; Springer, New Mexico; Kingstree and Winnsboro, South Carolina; and Murdo, South Dakota. A breakdown by type of airport shows 20 projects at airports serving all segments of aviation. The ADAP program was initiated by FAA in July 1970 under the provisions of the Airport and Airway Development Act of 1970. ADAP allocations generally are provided on a matching fund basis with FAA and the airport sponsor each contributing 50 percent of the cost of an approved project.

AGENCY LAUDS TV SHOW . . . Accident Prevention Specialist R. R. Krengel of the Santa Monica General Aviation District Office recently presented an Honorary Accident Prevention Counselor Certificate to the star of the TV series Room 222, Lloyd Haynes, who appeared in an aviation education episode called "Lift, Thrust and Drag," aired on Oct. 27. The show was partly filmed at Santa Monica Airport. William A. Glenn, Chief of the Santa Monica GADO, stated in a letter presented to Mr. Haynes, "Your personal involvement and participation in the ETA (Education Through Aviation) program is an outstanding example of a private citizen's leadership in promoting and originating a program oriented toward motivating the nation's youth." In remarks printed recently in the Congressional Record, Michigan Senator Robert P. Griffin stated, "Chuck Dobson and the other dedicated staff in the FAA's Aviation Education Division have been instrumental in helping develop the ETA program. They all have one thing in common--a deep commitment to helping young people. I hope the FAA will intensify their efforts in this area." Dobson was a prime mover in developing the Room 222 episode.

FAA AIR TRAFFIC TEAM IN YUGOSLAVIA . . . At the request of the Yugoslavian government, the Director of Air Traffic Service, William Flener, is heading an agency team to review their air traffic control system. The FAA group will brief the Yugoslavian air traffic control authorities on U.S. air traffic control practices, operations, and procedures, and suggest ways and means of improving operations in Yugoslavia. The study is expected to take several weeks.

AUTOMATION UPDATE (Continued from Page 1) . . . by next May. The -----CDC, built by Raytheon, is scheduled to be installed in 15 of the NAS Air Route Traffic Control Centers, However, the five busiest centers, New York, Washington, Cleveland, Chicago and Fort Worth, will be equipped with an even faster system driven by the IBM 9020E display computer. According to the NAS Stage A automation plan, all 20 of the enroute centers are expected to reach radar data processing--or alpha numerics--initial operating capability by the end of 1974. The flight data processing phase of the automation program is now approaching completion. Of the 20 NAS enroute centers, 19 already have a flight data processing capability, and Miami is expected to be on the line by the first of the year. This means a flight plan entered at any one of the centers can be automatically forwarded along the flight route to any other center in the system, and it means that flight progress strips are automatically printed out at the controllers' consoles wherever and whenever appropriate.

MOST IMPORTANT RECORD . . . The next VIDICOM #14, is all about the Performance Evaluation Record, which was introduced by OST on a department-wide basis late last spring. The PER, which is currently used to document the supervisor's appraisal of employee performance, was characterized by the Administrator as "the most important measure of an employee's work activity." This "must" show, for all FAAers who care about the official record of their work performance should be in the field the second week of December.



Remember the old second-floor snack bar on the east end of the building? Now it's the graphics department, with easels and printing ink replacing food trays and half smokes. Herb Brawley is at the drawing board; Mary Joyce illustrates by the window.



AWARDS AND REWARDS . . . The Office of Aviation Medicine granted Quality Within-Grade Pay Increases to Albert Poliak, Mary A. Hill and Kathleen R. Quimby; Quality Within-Grade Pay Increases based on outstanding performance ratings to Adele C. Donovan, Edwin A. Richardson, and Geniese Stedman; and a Special Achievement Award to Diane S. Essig. Thirty-year service pin awards were presented to Adele C. Donovan and Edward Podolak. The Logistics Service presented Quality Within-Grade Pay Increases to James E. Chestnut, Eugene O. Cooley, Krystyna A. Chobot, John Hauenschild, and George L. Verranneau; Special Achievement Awards to Dan Alperin, Gloria J. Bendetti, Edward M. Bushong, Patrick F. Clark, Richard L. Dixon, Noretta J. Harrett, Amanda McDuffie, and Rosemary E. Tuinman; and a Length of Service Award to Marjorie H. Dooley, 30 years. The Flight Standards Service granted Quality Within-Grade Pay Increases based on outstanding performance to Thomas Collins, Donald Dwyer, Robert Jones, Theodora Mosesso, Mary Seaver, Usto Schulz, Anselm Tibbs; and to Patricia Adkinson, Chris Christ, Douglas DeSance, Melvin Derry, Raymond Forrest, Anne Melhunek, Loretta Purdy, Rebecca Taylor, Paul Wilburn; and Special Achievement Awards to James Dougherty, Joseph Ferrarese, David Holloway, Virginia Hoover based on outstanding performance, Cleopatra Marino, Rosetta Middleton, Raymond Ramakis, and Sceleato Rice.

KEEP THE FAITH . . . Thanks to the anonymous person or persons who found the brown leather handbag in the second floor lounge area November 16 about 1:30 p.m. You sustain my faith in humanity.
--S. M. Case

WELCOME TO FAA!!! . . . Elliott Marks, Eugene Steele, Marilyn Hall, and Ann Gallie, all AGC; Mary B. Whitaker and Laurie C. Norman, AFS; Joan A. Tollerud, AAT; Shirley J. Burgess and Barbara R. Theobald, AMN; Beverly J. Slane, Lawrence W. Rodabaugh and Frederick R. Person, ACA; Marcia B. Thompson and Margaret L. Gill, ARD; Philomena Rose Hawkins, AEM; Emily A. Jones, AHQ; and Maryllyn B. Enck, AAF.

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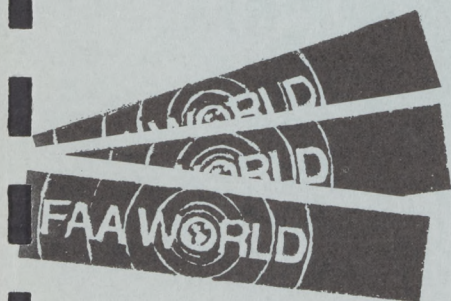
DECEMBER IN FAA WORLD

In seeing the old year out, FAA WORLD's December issue takes a look at ADAP and airport certification at the site of the mammoth Dallas-Fort Worth Regional Airport in "Helping Airports Grow"... "Tight-rope to Berlin" tells about controlling traffic in the three East German airspace corridors ... old FAAers never fade away, they're "Still FAAers in Spirit" as they attend Alaska's first retiree reunion... "Chalk Up One for FAA Training," for it can mean college credit... You can also read about an FSS that got a new home and about an odd homebuilt airplane of vintage design along with your favorite features: Direct Line, Faces and Places, Like It Is and Mobility Gulch.

WELL-BALANCED PROGRAM A MUST

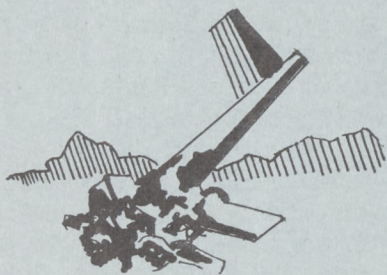
ECONOMY MEASURES IMPLEMENTED

Following a review of the agency's current financial situation, top FAA officials have instituted a more rigorous economy program. Guidelines for the program that still guarantees efficient and effective operation of the system were sent to regional directors last week. Essentially the program is designed to minimize spending by deferring hiring and other actions without cutting personnel and without affecting the operation, maintenance or regulatory activities of the system. It is a belt-tightening program affecting all levels of the agency. The guidelines issued by the Administrator to assure maximum standardization between regions, centers and Washington stress that all organizations will first make certain that total personnel compensation and benefits are financed. Expenditures to be curtailed include those for uncommitted new hires and funds for contractual studies. Also affected is travel and training money. As a result, new training classes requiring travel will be deferred, with the exception of training directly related to the ongoing enroute and terminal automation programs and the Management Training School classes. Other expenditures to be deferred, except where they directly affect the system, include: those for overtime; equipment procurements and special maintenance projects; printing and reproduction; long distance toll calls; aircraft rental except for flight inspection activities and general aviation safety programs; change of station actions; and new starts for film and exhibit production. These restrictions are temporary in nature and will be maintained until additional financial analyses are completed.



SUMMER JOBS . . . The Civil Service Commission has announced test dates for high school and college students who want to work for Uncle Sam next summer. Applications received by December 29, 1972, will be tested on February 10, 1973, and those postmarked by January 26, 1973, will be tested March 10, 1973. Applications received after January 26, 1973, will not be considered. Interested students and parents may get additional information from local Manpower Offices or pick up CSC Announcement No. 414 at the local Civil Service Commission.

CRASH, BUT NO FIRE . . . Circling in a plane overhead, FAA representatives witnessed the first crash test of an RB-66 twin-engine jet plane recently at the Naval Air Test Facility at Lakehurst, N.J. The impact at 105 knots tested gelled fuel, which is designed not to burn when fuel tanks burst in a crash. Carrying 1,500 gallons of fuel, the plane skidded through 44 fire sources, but the fuel did not ignite. U.S. Army, British Embassy, and aviation insurance industry representatives also viewed the test, the first in a series.



FSS MODERNIZATION STUDIES . . . During November two companies were awarded \$235,772 in FAA contracts for flight service station modernization and design studies. Each contractor will pursue a different but promising approach which will lay the groundwork for later design competition between the two, leading to development and test of operating prototype FSS systems. The companies are E-Systems, Inc., Dallas, Tex., awarded \$98,183, and Philco-Ford Corp., Willow Grove, Pa., awarded \$137,589. Each contractor will make an overall design of an FSS system to include Types I, II, III and IV facilities. Type I is unmanned; Type IV is most active. All work is scheduled for completion in nine months.

EXPLAINING THE "MU-METER" . . . The agency has published a pamphlet "Use of a Friction Measuring Device in Engineering and Maintenance of Airport Pavement Surfaces" to describe the "Mu-Meter." The "Mu-Meter" provides a continuous graphic record of relative friction (Mu) values for airport pavements under varying conditions. The device can spot areas of pavement surface deterioration as well as slip areas caused by fuel spills, rubber deposits and other contaminants. This information is useful in determining maintenance schedules for runways, taxiways and other pavement areas. A number of Mu-Meter units already are in use at civil and military airports in this country and abroad. Free copies of the publication are available from DOT's Distribution Unit, TAD-448.3 in Washington.

THE WAY TO WRITE WRONGS . . . Wayne L. Waggoner, electronics maintenance technician at the Airway Facilities Sector Field Office, London, Ohio, is setting an enviable example in writing--and righting--wrongs. From 1968 to 1972, he submitted eight Unsatisfactory Condition Reports (UCRs) identifying conditions that needed correction and suggested the solution to each problem. Six of his UCRs resulted in agencywide corrective actions. Five involved discrepancies or deficiencies in the content or availability of instructional materials. Two UCRs pointed out the danger of test probes slipping while measuring the power supply on Beacon Video Defruiter and on Interrogator equipment. His suggested wiring resulted in installation of safe test points. He also identified the danger of an unsupported plug vibrating loose and falling into a fan and power supply beneath it, and his UCR suggested eliminating the hazard by installation of a retention spring. His related Employee Suggestion earned Mr. Waggoner an award of \$50. Most of these UCRs were not easy to prepare, but Waggoner was concerned enough to give his best, and a lot of people--preparers of instructional materials, developers of equipment and system modifications, users of airway communications, and technicians whose jobs were made easier and safer--are indebted to Waggoner for the time and effort he gave to correcting things that were wrong. Was he the only one who noticed, or the only one who cared enough to send a UCR? Let's all give him a hand, and when you see something wrong, write it--on a UCR.

VOLUNTEER AWARD TO FAAER . . . Robert F. De Roeck, program officer at the Lansing, Michigan Airports District Office, Great Lakes Region, is one of five Federal employees chosen for the Federal Employee Volunteer Award, which will be presented in Washington on a date to be announced. De Roeck and his wife are foster parents to unwed teenage mothers forsaken by their parents, and De Roeck plans to open a foster home for these girls in Lansing. The ACTION agency (Peace Corps, VISTA and other sub-agencies) and the Interagency Coordinating and Liaison Committee for Federal Voluntary Action chose De Roeck from among 800 candidates, terming "the extent of your voluntary activities most impressive." De Roeck is also a Little League coach, YMCA Indian guide chief and a Boy Scout commander. He came to FAA in 1971 from a consulting firm and previous tours with the Departments of Agriculture and Interior from 1961 to 1969.

AMERICAN-INDIAN FIRM GETS CONTRACT . . . The Aeronautical Center recently awarded a contract for \$454,000 to Amerind Management and Data Systems Incorporated, Albuquerque, New Mexico, for verification and coding of data. This is believed to be the largest contract awarded by the Government to an American-Indian firm.

CR SUBCOMMITTEE ON WOMEN MEMBERSHIP . . . The Headquarters Civil Rights Committee has revitalized its Subcommittee on Women under the leadership of Gwen Bennett and Wanda Reif. The Subcommittee's purpose is to work to further equal employment opportunities (including promotional opportunities) and working conditions of all FAA employees, particularly concerning women employees. The Subcommittee is interested in having a representative from each Office and Service here at Headquarters. Persons interested in furthering the goals of the Subcommittee are invited to complete the application below and submit it to ACR-1. Those Offices and Services from which representation is particularly needed are: ASE, AAS, AAP, AAV, AEC, ABU, AEQ, AGA, AIA, ALR, ACA, APN, AEM, ATR and AQS.

TO: ACR-1

I am interested in being considered for membership on the Subcommittee on Women of the Headquarters Civil Rights Committee.

Name _____ Routing Symbol _____

Extension _____

COMING WRIGHT UP . . . In recognition of Administrator Shaffer's upcoming Wright Brothers Memorial Trophy Award on December 15 for significant public service to aviation, a reception will be held in his honor on Tuesday, December 12 from 5:30 p.m. 7:30 p.m. in the second floor cafeteria of FAA Headquarters. Please join in honoring the Administrator for this outstanding achievement. The reception will include a light finger-tip buffet. Due to limited space and fire regulations, the party is limited to 500 people. Tickets are being sold at \$2.50 a person until 3:00 p.m. Friday, December 8. They're available from Norma Vanagas or Pat Johnston, room 500 West.

VIDICOM IS A PERFORMANCE . . . Performance! We're paid to perform and our performance is measurable! DOT now uses the Performance Evaluation Record (which replaced FAA's Employee Appraisal Record) for employee evaluations by supervisors, and the latest VIDICOM, #14, is all about the PER, how it works, how it should be used, what it means, and why it's important. See VIDICOM #14 in the auditorium at 10:00 a.m. or 3:00 p.m. on December 4, 6, 8, 11, 13, or 15.

AWARDS AND REWARDS . . . The Logistics Service presented Special Achievement Awards to Thomas Jones, Thomas Ruppert (based on outstanding performance), Herbert Spruill, and Sandra Yocum, and Length of Service Awards to Herbert Spruill, 35 years and Samuel Rabinowitz, 30 years. The Office of Air Transportation Security presented Quality Within-Grade Pay Increases to Walter Korsgaard, James A. Jerman, Jr. and Raymond A. Milutis.

FAA INTERCOM is published weekly for employees of the DOT/FAA by the Employee Communications Staff...Director, Leo Beinhorn; Editor, Ted Maher; Editorial Assistant, Donald Braun...AMN-30, Room 625, x63905.



HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

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NEW DOT SECRETARY

The President announced last week that DOT Secretary John Volpe has been appointed the Ambassador to Italy and that California oil industry executive Claude S. Brinegar has been appointed as the next Secretary of Transportation. Major achievements in aviation during Volpe's tenure as Secretary include: expanded airport and airway facilities through the Airport and Airways Development Act of 1970; acceleration of automation of the airways and reduced airline flight delays; as well as technical, procedural and legislative steps to halt air piracy. Mr. Brinegar, a 45 year old top executive, was characterized by Volpe as having "youthful vigor and great managerial ability." He comes to the Department from the position of President of the Union 76 Division of the Union Oil Company. A 1945-47 Air Corps veteran, Brinegar holds BA, MA and PhD degrees in economics, math and statistics from Stanford University, where he was elected to the Phi Beta Kappa honorary society.

ARMED GUARDS AND MORE SEARCHES

TOUGHER ANTI-HIJACK RULES SET

Emergency rules to further deter hijacking and extortion attempts against U.S. airlines were issued last week by the FAA at the direction of Secretary Volpe, acting on direct order from the President. All 531 air carrier airport operators will be required to station armed local law enforcement officers at passenger check points during boarding, and the airlines will be required to conduct electronic screening of all passengers and inspection of all carry-on items, without exception. The rule on armed guards requires that airport operators submit their plans within 30 days and provide full implementation with 60 days. Electronic screening of all passengers and inspection of their carry-on items must be fully implemented by January 5. (Continued on Page 3)

FIRST OF 64 PRE-FAB TOWERS

The first of 64 standardized, prefabricated airport control towers ordered by the agency last April will be commissioned next Monday, December 18 at the Chino, Calif. Airport. The new facility is expected to handle about 200,000 aircraft operations annually. It will operate 16 hours a day with a staff of six controllers including the tower chief. FAA expects that installation of all 64 towers at low and medium activity airports will be completed within 15 months at a rate of one installation a week. The tower stands 58 feet high overall and is prefabricated by Hunt Building Corp. of El Paso, Tex. The 40-foot shaft consists of four modules topped by a hexagonal 240-square-foot cab complete with a convenience unit (range, refrigerator and cold water) for the comfort of controllers on duty.

YOUNG IDEAS WANTED . . . The Junior Management Board aims to provide an opportunity for younger FAA employees to have greater participation in the management process. The JMB, as a part of this goal, has conducted several studies including a recently completed report on the Employee Suggestion System. The JMB is soliciting from the agency's younger employees their views on what new problem areas should now be examined. If you have any ideas as to what you believe the Board should look at, please send your ideas to the Junior Management Board, AAD-30.

SANTA SEEKS SAFETY . . . Santa Claus in an airport waiting room? Sure enough, that's where he is in an FAA-sponsored public service TV spot designed to discourage passengers from bringing wrapped Christmas presents aboard commercial aircraft. Produced by FAA Public Affairs, the TV spot has been sent to 300 television stations nationwide so the public can get Santa's important message: "Take it from me, a guy who does a lot of flying at Christmas time. Safety in the skies comes first, including safety from criminal acts. That's why you may be asked to show the contents of all your carry-on luggage at the gate." In the message, which uses FAAers as unpaid actors, Santa advises all passengers either to pack presents inside their suitcases or carry on board only those packages and parcels they don't mind having unwrapped and opened at the gate. In addition, FAA sent two radio public service announcements to 1,200 radio stations with the same message.



FAA AND EPA TO HEAR EMISSION COMMENTS . . . In cooperation with FAA, the Environmental Protection Agency has proposed new standards for aircraft engine emissions and proposed a rule to reduce emissions by modifying aircraft ground operations. Regulations to take effect from 1974 to 1979 would set exhaust emission standards for new and in-use turbine engines, prohibit fuel venting from engines and set exhaust and crankcase emission standards for new piston engines. Modified ground operations could result in more immediate reduction of air pollution. Both EPA and FAA will participate in hearings on the proposals. The order EPA eventually issues must have implementing FAA regulations to become effective.

BEWARE OF GIFTS . . . With the holiday season again upon us, employees should keep in mind the guidelines in connection with the acceptance of gifts from persons having dealings with the Department of Transportation. Regulations prohibit the acceptance of gifts or favors of monetary value from a person who has or is seeking business or financial relationships with the Department, conducts operations regulated by the Department, or has interests that may be substantially affected by the performance or nonperformance of an employee's duties. Exceptions to this general policy are provided for in such cases as when the gift or favor is motivated by a family relationship or when it involves food or refreshments of a nominal value made in connection with a business meeting. For full details in this area, see Order 3750.3A or check with your servicing manpower division.



NEW ANTI-HIJACK RULES (Cont. from Page 1) DOT might support an air-line request to the CAB for fare increases to cover security costs, Secretary Volpe said, but he also indicated he would not support an increase in FAA's ADAP funds to help airports finance security costs. He stated "While the responsibility for initiating and managing these security measures will fall on the airlines and the airport operators, it is our position that costs should be recovered from the traveling public." Federal funds are now being used to acquire the necessary electronic equipment, but Federal officials believe the airlines and airports should assume the responsibility for providing the necessary personnel. The force of more than 1,300 Federal agents now assigned to airports will be continued until adequate local officers are on duty. Airports and airlines that fail to comply with the anti-hijacking rules will be subject to fines.

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization (ICAO). MONTREAL - 2 years: PC-27/72 Language Officer (Translator), Russian Section, Language Branch, Bureau of Administration and Services, P-2 (GS-9/12). Russian mother tongue or the language used for the purpose of education. Ability to translate into, and to write in Russian with a sound knowledge of syntax and stylistics essential. A sound knowledge of English is essential, and a working knowledge of French or Spanish would be a valuable additional qualification. Applications due in AIA-29 by January 5, 1973. Additional information about duties, qualifications, salary and benefits as well as applications are available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

JOY--AND DANGER--IN TOYS. . . It is now the season again for joyful children to receive toys. But there is some danger involved and parents should be aware of them when selecting toys for Christmas. When choosing a toy for young children make sure:



- It is too large to be swallowed.
- It does not have detachable parts which can lodge in the windpipe, ears or nostrils.
- It is not apt to break easily into small pieces or leave jagged edges.
- It does not have sharp edges or points.
- It has not been put together with easily exposed straight pins, sharp screws, nails, etc.
- It is not made of glass or brittle plastic.
- It is labeled "non-toxic."
- It does not have parts which can pinch fingers, toes, or catch hair.
- Avoid painted toys for infants who put playthings into their mouths.

These cautions are information for parents from the Food and Drug Administration and FAA's Office of Aviation Medicine endorses them wholeheartedly.

WOMEN IN CONTROL . . . Two young women employees of FAA's Office of Headquarters Operations have been selected by the Eastern Region for Air Traffic Trainee positions. Vera Doy will be assigned to the air traffic control tower, Andrews Air Force Base and Dorothy White to the Dulles International Airport tower. After initial orientation at the towers, the women will train at the FAA Academy and return to the towers for duty.

COMBINED FEDERAL CAMPAIGN EXTENDED . . . Here is your last chance! DOT has extended the CFC for two more weeks to insure that all employees are given the opportunity to help in this worthy cause. With 91% participation, Headquarters still stands at only 85% of its monetary goal. If you were overlooked first time around or wish to increase your contribution, please contact your keyman before December 14. Let's put FAA over the top.

THE PERFORMANCE PICTURE . . . The Performance Evaluation Record is one of the most important items in your personnel file. Learn about the PER, how it works, how it should be used, what it means, and why it's important. See VIDICOM #14 in the Auditorium at 10 a.m. or 3 p.m. on December 11, 13 or 15. You can't afford to miss this one!

AFTER HOURS EDUCATION . . . George Washington University has announced a schedule of 100 college-level courses in its Federal After-Hours Education Program beginning in January. The courses offered at \$60 per semester hour will be taught in 23 downtown Federal office buildings for civilians, military and the general public. Registration for the courses will be held in Conference Rooms A, B, and D of the Dept. of Commerce Building, 14th & Constitution Ave., January 9-10 from 10 a.m. to 3 p.m. For further information contact Robert W. Stewart Jr., GWU field representative at 676-7018.

AWARDS AND REWARDS . . . The Office of Budget awarded Judith E. Anderson a Quality Within-Grade Increase based on an Outstanding Performance Rating. The Systems Research and Development Service granted Quality Within-Grade Pay Increases to Robert Normoyle and Barbara A. Aust, the latter based on an Outstanding Rating, and a Special Achievement Award to Charles D. Innes.

WHAT'S HAPPENING? To find out call X63232. INTERCOM Broadcast Briefs features the latest FAA news, local weather and the daily cafeteria menu. IBB now also features updated agency news in the afternoon. To keep tabs on what's happening when it's happening, get in the X63232 habit.

FAA INTERCOM is published weekly for employees of the DOT/FAA by the Employee Communications Staff . . . Director, Leo I. Beinhorn; Editor, Theodore N. Maher; Editorial Assistant, Donald Braun . . . AMN-30, Room 625, FOB 10A, X63905.



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Season's Greetings



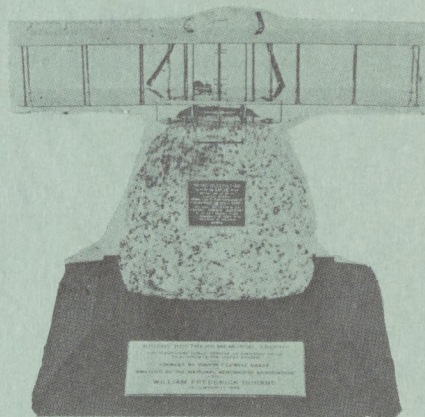


John H. Shaffer
JOHN H. SHAFFER
Administrator

The holiday season is a time to reflect on the year gone by, to enjoy the spirit of the present and to speculate on what the next year will bring. This past year was an historic one for our agency--the landmark Air Traffic Controller Career legislation was enacted, and we made great strides to automate the air traffic system--to mention only two of the really significant happenings. It was a year of important progress, of which we can all be proud. I want to express my sincere thanks to each of you for the great job each of you has done in making 1972 such a highly successful year for the FAA. In the new year we face new and interesting challenges. I know that through our collective efforts we can make this coming year even more successful than the last. Best wishes for a very Merry Christmas and a Happy New Year.

SHAFFER GETS HIGHEST AWARD

Administrator Shaffer last week received the highest award in aviation, the Wright Brothers Memorial Trophy, presented by the National Aeronautic Association in Washington. The honor recognized Shaffer for "outstanding leadership of the worldwide operations of the Federal Aviation Administration to the benefit and safety of the general public and all who fly." Shaffer was also cited for being in the forefront of efforts to make the national aviation system safer and more effective and for playing a key role in the drive for the most comprehensive aviation legislation ever enacted into Federal law, the Airport and Airways Development and Revenue Act of 1970. Shaffer joins the distinguished company of previous Wright Brothers Memorial Trophy winners such as Charles Lindbergh, Jimmy Doolittle and Igor Sikorski.



DWINDLING ESIS The Associate Administrator for Manpower and the Executive Personnel Board (EPB) recently accepted a recommendation that GS-15, 17 and 18 positions no longer be filled through use of the Executive Selection and Inventory System (ESIS). Only GS-16 positions will be filled through ESIS. Candidates for GS-15 positions will be identified through vacancy announcements and the bidding process as described in the MPP Handbook 3330.1A. Candidates for GS-17 and 18 positions will be identified by screening the Key Executive Book. The recommendation came from a study based upon a growing recognition that many ESIS profiles are not current or accurate, the ESIS coding system is insufficient to reflect all position requirements, and there are delays which appear excessive in updating information. Also, because of those deficiencies the ESIS data cannot be used as the basic data bank for the new Manpower Personnel Information System, as originally planned. Effective immediately there will be no further updating of computer data for personnel at grades GS-14, 17 and 18. Continued updating of ESIS data by all GS-15 and 16 employees will be required.

HIRING AND PROMOTION FROZEN IN FEDERAL AGENCIES

A freeze which will last at least until the fiscal year 1974 Federal budget is submitted to Congress in January has been put on new hires for Federal civilian employees and on promotions for civilian and uniformed personnel, as announced in last week's GENOT. In announcing the freeze, the President said it was necessary in order to spare "our people" higher prices and/or higher taxes. He added that no Federal program can have a higher priority than the protection of purchasing power of all the people. According to the President's directive, exceptions to the freeze will be made only when they are essential to preserve human life and safety; to protect property; and to preserve the continuity of government or for emergency situations. Frozen by the freeze will be:

- All hiring of both temporary and permanent personnel except where a firm hiring commitment had been made before the close of business December 10.
- Transfer of personnel from one Federal department or agency to another. However, movements within a department or independent agency are authorized.
- Promotions from one grade to another. This includes "150 Program Graduates" and AT/AF NAS selectees not excepted by other provisions of the directive and, pending further clarification of the directive, promotion of developmental controllers and promotions resulting from facility upgradings
- Contracting to circumvent the freeze.

NOT FROZEN ARE:

- Step increases.
- The scheduled comparability pay raise for Federal employees at the turn of the year.
- Promotions where a firm commitment has been made to a properly selected employee by the Manpower Division before the close of business December 10. Also, promotions are permitted when the individual was either hired or selected from a Merit Promotion Program announcement before December 10 and a promotion commitment was made subject to satisfactory completion of predefined conditions. (This additional information is intended to clarify questions resulting from the GENOT of December 12 concerning promotion commitments.)
- Implementation of CSC decisions on classification appeals received prior to and during the freeze period.
- Appointments, reemployments or promotions required pursuant to law such as reemployment after military service.
- Demotion actions.

PRESIDENT ANNOUNCES PAY HIKE

A 5.14 percent pay increase for all civil service employees who earn under \$36,000 become effective January 1, President Nixon announced last week. The pay increase, postponed from last October, is aimed at making the salaries of government employees comparable with those paid in private industry. In a message to Congress, President Nixon said, "The American system of career civil service is based on the principle of rewarding merit...I am pledged to continue striving to make it an even more effective, responsive part of our government."

WAGE GRADERS, TAKE NOTE . . . The implementing regulations issued by the Civil Service Commission for Public Law 92-392 (Federal Wage System Law, signed in August) include the following provisions related to night shift differential:

1. A wage grade employee will receive a 7 1/2% night shift differential for his entire shift when a majority of his regularly scheduled non-overtime-hours of work fall between the hours of 3:00 p.m. and midnight. A 10% night shift differential will be paid when a majority of the hours of work fall between the hours of 11:00 p.m. and 8:00 a.m.
2. Night shift differentials are counted as basic rates of pay, which are used as a basis for computing overtime pay, Sunday pay, holiday pay, and amounts of deductions for retirement and group life insurance.
3. An employee regularly assigned to a night shift receives a night shift differential when he is excused from night work on a holiday or while he is in official travel status during the hours of his regular shift. He will not receive night differential pay during periods of leave. An employee regularly assigned to the day shift who works overtime during night shift hours will not receive night shift differential pay for the overtime work.

HUSBANDS ARE "WIVES" . . . Women veterans now have the same benefits as men veterans. New legislation, signed by the President this fall, says that for all Veterans Administration benefit purposes, a "wife" shall include the husband of a female veteran and the term "widow" shall include the widower of a female veteran. To receive additional amounts of VA education allowance, compensation and pension money that men veterans are allowed for their wives, women veterans will no longer have to prove their husbands are disabled and permanently incapable of self-support. Manpower Divisions can provide addresses and phone numbers of local VA offices, which have complete information.

RECOGNITION AND AWARDS . . . Department of Transportation Order 3450.1, dated November 20, 1972, subject "Recognition and Awards Program for Departmental Personnel," has just been issued and is effective immediately. Advance copies of this Order are being sent to the field for information purposes. Action is now being taken to amend FAA Handbook 3450.7A, Recognition and Awards Program, to insure that it is consistent with the guidelines set forth in the new Order. Additional guidance and information will be forthcoming soon.

BOARD OF CHRISTMAS CHEER . . . Two boards are on the second floor mezzanine for offices and services to put up Christmas cards sent to all FAA employees. SEASON'S GREETINGS!!!

CLOSED FOR INVENTORY . . . The Federal Aviation Club store will close for inventory the first week of January. This will also close the ping pong room. Hold your paddles in abeyance. The FA Club is once again sponsoring its annual Christmas carolling tour through the building on December 21 starting at 3:00 p.m.

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KING OF CIVIL RIGHTS

Howard O. King, Sr., a 30-year veteran of government service, has been named as the new Deputy Director of FAA's Office of Civil Rights. King's appointment was announced Dec. 15 by the Administrator. King has been Civil Rights Officer in the Southern Region for the past two years. In his new position he will assist FAA's Director of Civil Rights, Leon Watkins, in formulating agency-wide policies in civil rights and equal employment opportunity. King is a graduate of Florida A&M in Tallahassee. A native of Pensacola, Fla., he joined the agency in 1970.

BIG BOOK OUT

The October edition of the National Field Office Directory was distributed Dec. 11. The new directory contains up-to-date information on Airway Facilities Sector reorganization, and Appendix 2, the geographical listing by city, has a new format to make the cities stand out for easy reference.

NIXON AIDE MOVING TO FAA

NEW ADMINISTRATOR NAMED

Alexander P. Butterfield, a Deputy Assistant to President Nixon, was announced by the White House Dec. 19 as the President's choice to become the next FAA Administrator. Butterfield, 46, is a retired Air Force colonel who has served on the White House Staff since 1969. The Administrator-designate will replace John H. Shaffer, who has served as Administrator since March 1969. Shaffer recently received the highest aviation award, the Wright Brothers Memorial Trophy, for his outstanding leadership of the FAA and his efforts to make the National Aviation System safer and more effective. Butterfield, who holds a masters degree in international affairs from George Washington University, was a member of the U.S. Jet Aerobatic Team, the Sky Blazers, from 1949 to 1953. In 1963-64 he was commander of a jet fighter squadron in Southeast Asia and later served as a policy planner at Air Force headquarters at the Pentagon before becoming military assistant to the special assistant to the Secretary of Defense. Prior to his retirement from the Air Force in 1969, Butterfield was the senior military representative for the United States in Australia and representative for the Commander-in-Chief, Pacific Forces.

NO EXIT

FAA has replaced its temporary rules which allowed rear door liners to be locked at all times with permanent rules requiring they be locked while the aircraft is on the ground but may still be unlocked on the ground if the pilot has signed the flight log. The new rules must be effective by the end of 1973.

RUN SILENT, LAND SILENT . . .Struggling to find a hole in the over-cast over Oregon and frustrated by a horizon indicator that wasn't working, the pilot of small plane with two passengers aboard ran out of fuel at 7,500 feet. But the Eugene Flight Service Station and Seattle Center were directing him towards Salem Airport, and another plane, guided to the troubled aircraft by the Center, was escorting it towards Salem, where the tower had the runway lights turned up full blast. The plane whistled through its descent with the engine stone cold still and the pilot made a perfect deadstick landing with no injury or damage. During the month of November, 222 flight assists were reported--97 by flight service stations, 95 by towers and 30 by centers. There were a total of 374 people reported on board the aircraft involved. The primary causes for the assists included 110 lost pilots, 23 low on fuel, 51 involved in weather and 84 with some type of equipment malfunction. There were 95 pilots assisted by use of radar, 87 assisted with direction finding, 37 with VOR orientation and 32 by the use of geographical references. Reports indicate 10 student pilots involved, 16 gear-up landings averted, 43 night assists and 12 aircraft aided by other aircraft.

ICAO SEEKING APPLICANTS . . .The following assignment is now available with the International Civil Aviation Organization. MON-TREAL = 2 years: PC=29/72 Chief, Operations/Airworthiness, ~ Flight Branch, Air Navigation Bureau, P-5 (GS-14/15). Applications due in AIA=29 by February 7, 1973. Additional information about duties, qualifications, salary, and benefits, as well as applications, are available at your personnel office. FAA employees accepting ICAO assignments are entitled to restoration rights.

FTS TELEPHONE SERVICE . . .is not free or necessarily inexpensive as some may think. Fiscal year 1973 intercity FTS costs for FAA are in excess of \$3 million. Each FTS call costs more than a dollar; therefore, a direct savings can be achieved by each call eliminated. Remember, a call saved is a dollar earned!

ESIS SELECTIONS . . .John L. Withers, Supervisory Employee Development Specialist, Lawton, Oklahoma, Aeronautical Center; Walter M. Quitter, Assistant Chief, Airway Facilities Branch, FAA Academy, Aeronautical Center; Felix E. Sanduski, Chief, Safety Data Branch, Flight Standards Technical Division, Aeronautical Center; William J. Thievon, Chief, Engineering and Manufacturing Branch, Flight Standards Division, Central Region; Marion Erickland, Chief, Program and Plans Branch, Airway Facilities Division, Central Region; Eugene F. Balachowski, Chief, Programs and Evaluation Branch, Air Traffic Division, Central Region; Karl E. Robinson, Chief, Air Carrier District Office, Colorado, Rocky Mountain Region; Terry K. Oliver, District Office Manager, Casper, Wyoming, Rocky Mountain Region; John J. Fee, Chief, Evaluation Branch, Air Traffic Division, Central Region.

CHARTING THE PAY RAISE . . .As announced in last week's INTERCOM, a pay raise of 5.14 percent for all civil service employees who earn under \$36,000 becomes effective in January. For FAA employees, the raise begins with the January 7 pay period and will show up in pay checks received in the last week of January. Here is the new General Schedule with grades and steps:

Grade	Annual rates and steps									
	1	2	3	4	5	6	7	8	9	10
GS1	\$4,798	\$4,958	\$5,118	\$5,278	\$5,438	\$5,598	\$5,758	\$5,918	\$6,078	\$6,238
GS2	5,432	5,613	5,794	5,975	6,156	6,337	6,518	6,699	6,880	7,061
GS3	6,128	6,332	6,536	6,740	6,944	7,148	7,352	7,556	7,760	7,964
GS4	6,882	7,111	7,340	7,569	7,798	8,027	8,256	8,485	8,714	8,943
GS5	7,694	7,951	8,208	8,465	8,722	8,979	9,236	9,493	9,750	10,007
GS6	8,572	8,858	9,144	9,430	9,716	10,002	10,288	10,574	10,860	11,146
GS7	9,520	9,837	10,154	10,471	10,788	11,105	11,422	11,739	12,056	12,373
GS8	10,528	10,879	11,230	11,581	11,932	12,283	12,634	12,985	13,336	13,687
GS9	11,614	12,001	12,388	12,775	13,162	13,549	13,936	14,323	14,710	15,097
GS10	12,775	13,201	13,627	14,053	14,479	14,905	15,331	15,757	16,183	16,609
GS11	13,996	14,462	14,928	15,394	15,860	16,326	16,792	17,258	17,724	18,190
GS12	16,682	17,238	17,794	18,350	18,906	19,462	20,018	20,574	21,130	21,686
GS13	19,700	20,357	21,014	21,671	22,328	22,985	23,642	24,299	24,956	25,613
GS14	23,088	23,858	24,628	25,398	26,168	26,938	27,708	28,478	29,248	30,018
GS15	26,892	27,795	28,692	29,589	30,486	31,383	32,280	33,177	34,074	34,971
GS16	31,203	32,243	33,283	34,323	35,363	36,403*	37,443*	38,483*	39,523*	
GS17	36,103*	37,306*	38,509*	39,712*	40,915*					
GS18	41,734*									

* The rate of basic pay for employees at these rates is limited by section 5308 of Title 5 of the U.S. Code to the rate for level V of the Executive Schedule (as of the effective date of this salary adjustment, \$36,000).

TCA COMES TO BOSTON . . .The terminal control area around Boston's Logan International Airport goes into effect February 5, 1973. This is the seventh TCA established by the agency to further protect the crowded airspace and aircraft in it around the country's busiest airports. Pilots must receive air traffic clearance to enter the TCA and must carry certain radio navigation and communication equipment on board. Once inside the TCA, they must follow all air traffic instructions.

MAINTENANCE MILESTONES . . .New records for attendance and foreign participation--including 110 representatives from 27 nations--were set at the agency's Eighth Annual Aviation Maintenance Symposium last month in Oklahoma City. Flight Standards Service Director James F. Rudolph said, "We in FAA take considerable pride in the agency's sponsorship of this program and in the unique contributions being made toward advancing the state of the art of aviation maintenance."

TRIBUTE TO VOLPE . . . Mayor Walter Washington of Washington is honorary chairman of a group of DOT employees who will honor Secretary Volpe for significant civil rights accomplishments. Brief remarks will be made at a dinner in "Tribute to Secretary John A. Volpe" by Roy Wilkins, Executive Secretary, NAACP; Vernon Jordan, Executive Director, National Urban League; and Senator Edward Brooke of Massachusetts. The dinner is at the Fort McNair Officers Club January 11 at 7 p.m. Cocktails at a cash bar start at 6. Tickets are \$8.50 apiece, first come, first served, and are available from Jackie Fassett, X69525; Marvis Koller, X63254, Ted McCarthy or Ed Quick, X60693.

AT THE FLICKS . . . FAA's award-winning movie, "Kites to Capsules," a five-minute humorous and entertaining film that explores the development of aviation and aerospace, will be shown at the National Archives (Pennsylvania Ave. between 7th and 9th Sts. N.W.) in the fifth floor theater this Friday, December 29. Another FAA film, beautifully photographed, "From the Ground Up," will appear on the same program, along with a U.S. Air Force film, "Crackerjack, We Love You." Total showtime: 57 minutes.

ENGINEER'S MATE CONVERTS WEIGHT INTO WEALTH . . . The long-standing culinary talents of Beverly Schroeder, wife of FAA electronics engineer Jack Schroeder (ARD), hit pay dirt recently when she entered her first prize winning recipe for Chicken Kiev in the Weight Watchers Fifth Annual Gourmet Recipe Contest. Beverly is thrilled with (and Jack understandably thankful for) her prize, a natural Black Diamond mink coat created by Oliver Gintel and retailing at approximately \$2,500. A member of Weight Watchers for 3 1/2 years, she is anxious to achieve her "goal" for the fitting. The prize-winning recipe is on page 21 of the January 1973 Weight Watchers magazine, which features a picture of the queenly creation on the cover.

AWARDS AND REWARDS . . . The Office of International Aviation Affairs presented a Quality Within-Grade Pay Increase to Elizabeth Brothers based on an Outstanding Performance Rating; a Quality Within-Grade Pay Increase to Constance C. Smith; and Career Service pins to John C. Howerton, 25 years and Rose Kramer, 25 years. The Office of Labor Relations presented a Special Achievement Award to Keith D. Burt. The Office of Personnel presented a Special Achievement Award to Deborah E. Gardner. The Office of Management Systems presented Quality Within-Grade Pay Increases to Theodore L. Dalbow, Orson A. Smith, Lloyd E. Wolfe; Special Achievement Awards to James Askew, Donald Bader, Edward Brown, Robert Collins, James Cubbison, Jerome Doyle, Milton Eppers, Charles Flesh, Lynn Fuller, Laurence Hale, William E. Miller, Lawrence Pahl, Yvonne Smith and Charles Wright.

FAA INTERCOM is published weekly for employees of the DOT/FAA by the Employee Communications Staff . . . Director, Leo I. Beinhorn; Editor, Theodore N. Maher; Editorial Assistant, Donald Braun; Production Assistant, Gay S. Smith . . . AMN-30, Room 625, FOB 10A, X63905.