



HEADQUARTERS intercom

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

73-1 2 January 1973

CHRISTMAS PAYOFF

As the old year rang out, there was still some kindness in the world. Homer Roe, who just moved to Burlington, Vt. to work for the New England Region Flight Standards Division, lost his paycheck while getting into his car recently. "I was just starting to fill out forms for lost checks," he said, "when a lady in Essex called and said she had found an envelope with my name on it. She wouldn't tell me her name, but she put the envelope in with a very lovely Christmas card." The card, unsigned, read: "Greetings for the season and many good wishes for the coming year."

NEW UNDER SECRETARY

Deputy Assistant to the President for Domestic Affairs Egil Krogh, Jr. will be nominated by President Nixon to become Under Secretary of Transportation, succeeding James M. Beggs. On the White House Staff since 1969, Krogh is a former Navy communications officer and holds a law degree from the University of Washington.

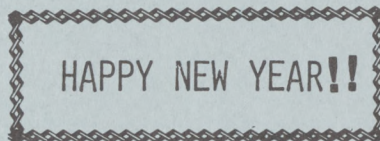
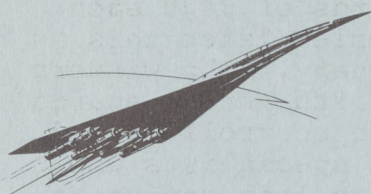
HAPPY LANDINGS

YEAR'S TOP FLIGHT SAVES CITED

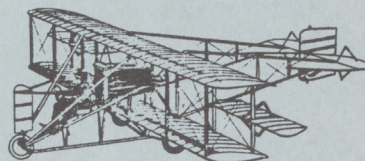
For giving exceptional service to pilots in trouble during the past year, four FAAers are scheduled to receive special citations and cash awards of \$400 each during regional ceremonies later this month or early in February. The winners were selected in the fifth annual awards program for air traffic controllers and flight service station specialists who provide vital, and often life-saving assistance to pilots. Cited this year were Richard W. Fitzgerald, Albany, N.Y. ATCT; Henry A. Bayeur, Jr., Annette Island, Alaska FSS and Leon Orr and Clyde Hansen, both of the Minneapolis ARTCC. An inexperienced pilot flying with three small children as passengers lost his sense of direction while descending through a heavy overcast when Fitzgerald was called upon to act as "copilot by radio." The controller's calm and decisive instructions twice helped the pilot right the plunging plane and once helped him restart the engine after it stopped in flight. Because of this assistance the pilot eventually made a safe landing. Bayeur was alone when a pilot of a light twin called in to say that his compass was out, his radio navigation equipment malfunctioning and his wings were icing up. Using direction-finding equipment, Bayeur brought the plane in to the runway at Annette Island Airport despite the fact that weather was below minimums and deep snow had put the local radio navigation aids out of action. Orr and Hansen "talked down" a panicky student pilot who was lost at night on her first cross-country (Cont. on Page 3)



ARTS AND SCIENCE . . . There's less chance of mid-air collisions and less communications workload on both air traffic controllers and pilots with the use of ARTS III equipment, according to a study just completed for the agency by a contractor at NAFEC. A simulation of air traffic control, the study also found that trainees' ability to control simulated traffic was greatly enhanced by ARTS III, which could lead to savings in both training time and cost. However, there was no demonstrated increase in the number of aircraft handled by controllers or a reduction in time spent by aircraft in the terminal area in the simulation. The study was made to determine the cost/benefits of installing ARTS systems at medium activity airports. Sixty of the total of 64 ARTS systems have now been delivered to FAA facilities; 43 have been commissioned, and the remainder will be commissioned next year.



TIME FLIES ...



ICAO SEEKING APPLICANTS . . . The Technical Assistance Bureau (TAB) is anxious to receive applications from Spanish speaking experts for vacancies in its Latin American area. Duration of the assignments will be for an initial period of nine months to two and half years, but renewable thereafter by mutual consent and subject to program requirements. TAB requires the services of people in the fields of aeronautical electronics engineers (Chief, Instructor and Radar Instructor), expert for flight testing of radio navigation aids and calibration laboratory, air traffic services expert (Radar Instructor), aeronautical telecommunications engineer instructor, air transport economist, aerodrome engineer, air traffic services adviser and electronics engineers. Salaries are equivalent to GS-11 - GS-15. Command of Spanish is essential and a working knowledge of English and French desirable. Additional information about position requirements, salary, and benefits is available at your manpower division. Send applications to AIA-29 for review and forwarding to ICAO. There is no set deadline for applications.

IN THE BUFF . . . Buff paper has been much in demand lately, so some agency Notices have been printed on yellow paper. Don't worry. High government paper officials assure FAA that we'll soon be in the buff again for our Notices.

TURN ON, TUNE IN, FLY RIGHT . . . Weekend pilots in the Baltimore-Washington area are tuning in to FAA TV weather briefings given twice a week by Jan Allsman, an instrument-rated pilot and flight service specialist at the Washington Flight Service Station. Initiated by the Baltimore General Aviation District Office and the Washington FSS in coordination with Eastern Region headquarters, the 15-minute briefings, complete with weather charts and updated forecasts, are presented by Allsman on a local TV station at 6 and 11:30 p.m. every Thursday and Friday. The briefing offers a generalized weather picture and can reach a large audience including many pilots to alleviate some of the workload of local flight service stations.

AIM YOUR MAIL! . . . Why spoil delivery of your carefully prepared material by putting an inadequate address on it? A sizable percentage of internal FAA mail is delayed by incomplete addresses. To get maximum delivery speed and service, follow the standards in FAA Order 1770.11. It shows the minimum, adequate address for post office handling. This address emphasizes the addressee's routing symbol on the top line, plus his zip code on the bottom line. For example:

Systems Support Division, AMS-100
Federal Aviation Administration
Washington, D. C. 20591

PUT IT ALL TOGETHER--WITH A UCR . . . It was too difficult and time-wasting to rivet a replacement heater element to its mount, said Leroy H. Davis, electronics technician at the Airway Facilities Sector Field Office in Grand Forks, N.D. The heater and mount should be supplied as a unit, he said in an Unsatisfactory Condition Report. When his UCR was forwarded to the FAA Depot, the staff there discovered that the manufacturer was supposed to supply the spare equipment as a unit but wasn't. The manufacturer was notified, the discrepancy was corrected and future shipments were just what Davis recommended. His UCR contributed to maintenance efficiency, eliminated a costly and tedious chore for technicians, improved Depot services and saved time and money. He saw waste, and instead of just letting it pass, highlighted it--with a UCR. If you see a problem that needs attention, put it under the spotlight with your UCR.

OUTSTANDING FLIGHT ASSISTS . . . (Continued from P. 1) solo flight. The two controllers first calmed the pilot who was too confused to recognize major landmarks on the ground and couldn't turn on her instrument lights. With direction-finding equipment and radar, the plane was located and the pilot given headings to the airport and a safe landing. FAA air traffic control specialists in centers, towers and flight service stations provided assistance to aircraft in distress more than 3,400 times in 1971. Without this help, some of the flights would certainly have ended disastrously.

IS THAT PHONE NECESSARY? . . . Attention managers and supervisors!

There are many telephones in the headquarters building that are not being used. It is cheaper to disconnect such phones and to reconnect them when needed than to keep them on the chance they may be needed later. Managers and supervisor are asked to conduct a review of all existing telephones, and where telephones aren't needed, contact AHQ-360, x 63918 to arrange for removal.

DECADE OF SHARING . . . A recent collection in the Flight Standards Service marked the 11th year that AFS employees contributed to charity money that would otherwise be spent on Christmas cards for co-workers. \$269 was collected this year and forwarded to the Salvation Army and Children's Hospital. And the National Flight Data Center of the Air Traffic Service collected \$32 in lieu of Christmas cards and donated the money to Children's Hospital.

AWARDS AND REWARDS . . . The Office of Management Systems presented Quality Within Grade Pay Increases to Theodore L. Dalbow, Orson A. Smith, Lloyd E. Wolfe; and Special Achievement Awards to James Askew, Donald Bader, Edward Brown, Robert Collins, James Cubbison, Jerome Doyle, Milton Etters, Charles Flesh, Lynn Fuller, Laurence Hale, William E. Miller, Lawrence Pahl, Yvonne Smith, Charles Wright. National Capital Airports (WNA) presented Special Achievement Awards to Eleanora A. Williams and William M. Amey. The Office of Air Transportation Security presented Quality Within-Grade Pay Increases to Barbara E. Gross and Billy B. Duncan, both based on outstanding rating, and a Special Achievement Award to Josephine Sgro. The Logistics Service presented Quality Within-Grade Pay Increases to Trudie Sherbert based on outstanding performance and Joseph Tippett; Special Achievement Awards to Malcolm Johnson based on outstanding performance and Glenn E. Halbert; and Length of Service Awards to William Burgess and Richard Golrick, both 25 years.

EEO SHOW ARRIVES . . . "Equal Employment Opportunity" is coming to the screen--as VIDICOM #15--next week and the week after in the third floor auditorium. EEO is a national law, an FAA policy and a vigorous agency effort. This 25-minute color videotape show closely examines people's attitudes towards minorities (and women!) and equal opportunity, pointing out that laws, documents and policies won't work unless people make them work. Don't miss this vital program! Showtimes and dates: 10 a.m. and 3 p.m. on January 8, 10, 12, 15, 17 and 19.

WHEN DID YOU FIND OUT? . . . If you learned the name of the Administrator-designate in the evening paper or on TV at home, that was late. For FAA news now call x63232, INTERCOM Broadcast Briefs. There are weather and cafeteria menus too.

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

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PULLING IS PULLING OUT

After 32 years of government service, Ron Pulling, Acting Associate Administrator for Plans, is retiring on Feb. 3. Winner of the FAA Meritorious Service Award in 1969, Pulling began his agency career in 1940 as a junior civil engineer in Washington. His career took him to Hawaii, Oklahoma and back to Washington as he rose to become Deputy Associate Administrator for Plans in 1969, and took his present job in Oct. 1971.

(Retirement party--see P. 4)

CAMPBELL GETS TOP HONOR

Cited for "outstanding contributions to improving the skill and knowledge of flight instructors throughout the general aviation community through personal leadership of FAA flight instructor clinic teams," James M. ("Pete") Campbell of the Flight Standards Service was presented the 1972 De Florez Training Award on Jan. 8 in Washington. Campbell, who is National Coordinator of the Accident Prevention Program, was honored by the American Institute of Aeronautics and Astronautics.

AT A SAVING OF \$200 MILLION

NEW COMM SYSTEMS FOR ARTCCs

A money-saving instantaneous voice communications system for the 20 NAS enroute centers in the 48 continental states will be developed for the agency under a \$12,276,633 contract awarded to the Philco-Ford Corp. Known as electronic voice switching--EVS--the system will provide air traffic controllers with immediate access to other controller positions in the center and in adjacent centers and to the military Automatic Voice Network (AUTOVON), the Federal Telecommunications System (FTS) and commercial telephone networks. Saving the government an estimated \$200 million over a 15-year period, EVS will replace all existing radio control and signaling equipment (Continued on Page 3)

FSS PLANS PUSH AHEAD

Two companies are now engaged in a nine-month competition to design a modernized flight service station network for FAA. Contract awards went to Philco-Ford Corp. and E-Systems, Inc. (as announced in the Dec. 4 INTERCOM), who are working on designs including buildings, furnishings, electronic components, displays and communications. After final designs are sent to FAA, the agency will select one company to continue the modernization program. The company will build a test model at Raleigh-Durham, N.C. and test it for six months, using satellite FSSs in the surrounding area during the test. Meanwhile, under another contract, E-Systems, Inc. is designing a prototype computer system for gathering, displaying and relaying information for FSSs, and this system will be tested near Atlanta beginning this fall. The computer design in Atlanta and physical design in Raleigh-Durham will complement each other in the FSS modernization program.

HEALTH AND THE CONTROLLER . . . A study for the agency using 250 volunteer air traffic controllers will look into the nature and frequency of illnesses caused by work as a controller. The results will help shape the agency's decisions on controller selection, workload assignments and shift rotation. The 250 controllers will undergo periodic comprehensive medical and psychological examinations, including stress hormone measurements, personality assessments, recording of significant life change events and determinations of reaction to stress loads. Boston University School of Medicine will make the five-year study, beginning with a one-year period to design and prepare it under a recent \$460,676 FAA contract. Information will be gathered during the second, third and fourth years and will be analyzed in the fifth.

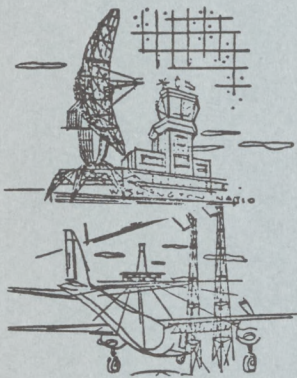
SABRELINERS PART OF THE FLOCK . . . FAA has bought five twin-engine Sabreliner jets which were under lease to the agency since 1968-69 when they went into service for flight inspection of navigation and landing aids in the U. S. and abroad. Replacing piston airplanes 1 for 2, the Sabreliners have done an excellent job with higher productivity and performance, according to the Flight Standards Service. One plane each is stationed at the Aeronautical Center in Oklahoma City, Alaska and Frankfurt, Germany, while two are based in Tokyo. FAA paid \$3.6 million for the planes, in addition to part of the leasing cost which went toward the purchase price.

UPWARD BOUND . . . Minority employment in the Federal Service went up in 1972 in both the total number of jobs held and the number of higher paying positions, according to results of a Civil Service Commission study conducted last May with figures compared to May 1971 totals. Spanish-surnamed Americans reached three percent of the Federal work force for the first time, totaling 76,586 while American Indians registered the largest gain, reaching 20,053, or .8 percent of the total. Negro employment under the General Schedule increased, but overall Negro employment dropped by 808 to 387,749. At the top GS-16 thru GS-18 levels, minority employment increased by 46 to 194 positions, and there was a total increase of 11,600 minority men and women in white-collar jobs under the General Schedule.

PLANNING AHEAD AND ABOVE . . . Anticipating busy skies over the huge new Dallas-Fort Worth Airport opening this year, FAA has proposed a terminal control area to protect the airspace around the airport. Extending outward 20 miles and upward to 8,000 feet, the TCA would go into effect when the airport opens in July or soon afterwards. As in the other TCAs established by the agency around busy airports, all pilots would be required to get air traffic clearance before entering the TCA, follow all ATC instructions after entering and carry certain communication and navigation equipment on board their aircraft. TCAs are already in effect around major airports in Atlanta, Chicago, Washington, Los Angeles, New York and San Francisco; another goes into effect at Boston on Feb. 5, and one has been proposed for Miami.

FREEZE EASES FOR CONTROLLERS & TECHNICIANS . . . In spite of the recent freeze on promotions, certain promotions of FAAers--possibly affecting as many as 750 employees--were approved last week by the Civil Service Commission, as reported in the Jan. 2 GENOT. In answering queries made by the agency, CSC gave FAA the authority to promote trainee and developmental ATC specialists and to promote certain employees covered under position classification guides. In the case of trainees and developmentals, CSC ruled that there is an implicit commitment and understanding between these employees and the FAA that those whose developmental progress is satisfactory will be promoted as they meet stated training and performance requirements and have Whitten eligibility. In the second situation CSC concurred with the agency's position that when traffic at a facility increases to the level of activity and complexity in which a promotion is prescribed by the classification guide, then the affected ATC specialists or electronic technicians will be promoted.

AIR ACTIVITY UP AND DOWN . . . A recent agency report of aviation activity in calendar 1972 indicates that FAA air traffic activity was down slightly during the year although overall aviation activity recorded an increase, with a greater increase expected in 1973. Aircraft operations at airports with FAA towers was down to 53.0 million from 53.7 million in 1971. Flight services provided by FSSs and combined station/towers experienced a six percent increase to about 52 million in 1972 with 56 million expected in 1973. The report also indicates that general aviation aircraft production showed a dramatic increase to 10,000 planes during 1972, with 11,000 expected in 1973. Although the number of passenger miles increased during the year, the air carrier fleet decreased by three per cent to about 2,560 aircraft.



FAA WORLD'S LOOK BACKWARD . . . For January, your magazine takes a look at the year that was--the highlights of 1972 that made news in FAA. The bitter and the sweet are told in 15 short-burst stories and pictures and eight picture pages--from the floods and economy moves to ATC legislation, automation and TRANSP0. And you'll also find the must-reading features of *Direct Line Like It is* and *Mobility Gulch*.

NEW VOICE SWITCHING FOR CENTERS (Continued from Page 1) . . . at the centers and remote communication sites, using only one-fourth the space of present equipment. A prototype system will be developed and delivered in about two years to NAFEC, where it will be evaluated and remain as a test bed. FAA has options to buy 21 additional systems over the next four years for each of the centers and for training at the FAA Academy. Actual deliveries will be completed by 1980. The system's modular construction will allow easy expansion as air traffic grows in the coming years. The turn-key contract calls for complete installation of the systems by the contractor.

EQUAL EMPLOYMENT OPPORTUNITY VIDICOM!! . . . This is your week to see VIDICOM #15, "Equal Employment Opportunity," a thoughtful and provocative show about the law, agency policy and people's attitudes. In color, the 24-minute videotape program will be shown in the third floor auditorium Monday, Wednesday and Friday (Jan. 8, 10 and 12) at 10 a.m. and 3 p.m. It will also be shown next week, Jan. 15, 17 and 19, same times. Don't miss it.

IBB TWICE A DAY . . . INTERCOM Broadcast Briefs, a 2-minute recorded telephone news service about FAA for Headquarters employees, now has two phone lines to keep the calls moving and the busy signal in abeyance. It's also updated in the afternoons with late-breaking news about FAA and aviation. IBB gives the latest weather forecast, and in the morning segment, the day's menu for the FOB-10A cafeteria. Dial x63232 for the latest info.

ROOM IN THE BOTTOM FOR PARADE AT THE TOP . . . If you want to drive in and see the Presidential Inauguration ceremonies Jan. 20 but don't know where to put your car, you can park it in the "A" level garage of FAA Headquarters--if you have an FAA identification card. You don't need a parking ID card. The garage will be open from 9 a.m. to 7 p.m. for the big day.

PLANS TO RETIRE . . . Come to Ron Pulling's retirement party Jan. 16 at the Fort Myer Officer's Club from 6:30 to 9 p.m. The Acting Associate Administrator for Plans is leaving FAA after more than 30 years of service, and friends and colleagues are invited to give him a big send-off. Get your tickets at APL-1 in room 1000 West no later than Jan. 11--\$5 apiece.

WELCOME TO FAA!! . . . Raymond B. Thoman and Edmond C. Hutchinson, Jr. APN; Michael S. Hill and John A. Buck, ATR; and Robert E. Olson and Mark E. Zoerheide, ACA (Washington National Airport).

AWARDS AND REWARDS . . . The Air Traffic Service presented Special Achievement Awards to Lloyd Gray, Erwin Jaffe and William P. Carlton and Quality Within-Grade Pay Increases to Morris Friloux, Raymond Yeager, David E. Rich, John R. Hayes, Bernard R. Curtis, Charles LaMont, Joseph J. Moraski, Kenneth J. Miller, Edith Porter, Albert D. McClellan and Victoria F. Bland. Dulles International Airport presented Quality Within-Grade Pay Increases to Virginia H. Blue, David A. Vantine, Vera C. Miles, Mary K. Caston, Raymond D. Woods, Judith A. Reeves, and Philip A. Hourihan; Special Achievement Awards to Harry M. Taulton, Calvin D. Carroll, John M. Smith, H. Donald Meck and Warren H. Harris; and Beneficial Suggestion Awards to Elwood F. Edwards, Luther W. Lowery, Wilbur L. Costello and George M. Arnold.

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15 January 1973

AWARD FOR JHS

In ceremonies held in the Department of Transportation Headquarters last week, Secretary Volpe presented Administrator Shaffer with the DOT's highest award--the Award for Outstanding Achievement. Shaffer, who will soon complete his term as FAA Administrator, was also recently honored by the National Aeronautics Association with the award of the Wright Brothers Memorial Trophy, considered aviation's highest award, for his "Outstanding leadership...to the benefit and safety of all who fly." Among the other numerous kudos received by Shaffer was one from the Professional Air Traffic Controllers Organization President John Leyden who commended the Administrator for his attitude toward the controller workforce which "resulted in a better working relationship between PATCO and the FAA."

IRS ANNOUNCES NEW RULES

TAX BREAK FOR DISASTER LOSS

Employees who suffered property losses from disasters in 1972, particularly the Hurricane Agnes and Rapid City floods, may deduct the losses on their Federal income tax returns. The deduction can be made either by amending 1971 tax returns or by claiming it on 1972 returns. Another tax law change announced by IRS may be of special interest to FAA families in which both parents work full-time and single FAAers with dependents. New rules on child care and disabled-dependent care allow a deduction of up to \$400 a month for household services (such as cook, maid, etc.) and for the care of certain dependents, including dependents under age 15, if these services enable the taxpayer to be gainfully employed. Publication 553 (10-72), available from IRS, contains highlights of these and other recent changes in tax law. Watch VIDICOM coming your way in February with a helpful program about Federal income tax.

HOLE "DRILLED" IN CLOUDS FOR RESCUE

FAA controllers coordinated a first of a kind rescue operation in the fog shrouded mountains of the Northwest early this month. When cloud cover in the vicinity of a downed plane hindered rescue attempts, a weather research plane bored a hole through the low ceiling by seeding the cloud. All three occupants of the plane survived after Seattle Center controllers Earl Rankin, Harry Littel, Robert Jurgensen and Dennis Ferguson had vectored the plane to an open crash site. (Continued on page 2)

HOW THE MONEY GAME IS PLAYED . . . A number of INTERCOM readers have raised the question as to how money is still available for major contract awards for equipment and technical studies while at the same time, some restrictions have been placed on travel, training and other on-going day-to-day functions. The answer is this. The majority of agency activities are financed by Congress in four categories: Operation and Maintenance; Facilities and Equipment; Research, Engineering and Development; and Grants-in-Aid for airports. Operation and maintenance includes the salaries of nearly all FAA employees, finances training, most travel, special maintenance projects, stocks and stores, employee moves, etc. It is in this category, because of the current financial situation, that FAA has been forced to institute a more rigorous economy program to assure that activities are conducted within the authorized funds. Facilities and Equipment includes contract procurement of major hardware items, establishment of new facilities, modernization of existing facilities, etc. Research, Engineering and Development includes funds for in-house and contractor R,E,&D efforts and studies. Grants-in-Aid covers assistance to airports under the ADAP program. The monies for these individual activities are not interchangeable by law. Therefore, the agency can continue to buy equipment for new facilities or expansion of existing facilities, make R,E&D studies to modernize the air traffic control and air navigation systems and provide grants-in-aid to airports while at the same time, it may be necessary to institute economy measures in on-going operation and maintenance activities. It's important to note that a substantial portion of contracts for Facilities and Equipment and for research studies are designed to reduce operation and maintenance costs and the need for additional personnel.

DRILLING HOLES IN CLOUDS (Continued from Page 1) . . . But darkness was coming on as helicopters followed the controller's directions to the downed plane. As an Army copter carrying FAA General Aviation District Office inspector Al Butterworth approached the crash vicinity, ice pellets were dropped from the weather research plane which had remained in the area since the crash landing. Almost magically a hole opened in the overcast and the big CH-47 Chinook copter landed without difficulty by the downed plane. As a result of the effort coordinated by FAA controllers, the pilot and two passengers landed at Boeing field in Seattle less than two and a half hours after their plane was forced down.

WE HASTEN TO ADD . . . The INTERCOM story "Year's Top Flight Saves Cited" in the Jan. 2 edition gave the right names and facility-- Leon Orr and Clyde Hansen, both of the Minneapolis ARTCC--but the wrong flight save. Their flight assist occurred when they discovered that unpredicted strong headwinds would exhaust the fuel of a single-engine plane long before it reached its planned destination. Most nearby airports were closed down due to weather, but Orr and Hansen located a small field with good weather and guided the plane to a safe landing with four gallons of fuel remaining.

RADAR RELIABILITY RISES RADICALLY . . . A ten-fold improvement in the reliability of the airport surface radar at John F. Kennedy International Airport using a low-cost modification is reported by the Systems Research and Development Service. The average time between failures of the airport surface detection equipment (ASDE-2), which is used by tower controllers to spot aircraft and vehicles on the airport grounds, went up from once a day to once every ten days. The modification being tested on one radar channel at JFK cost \$500; each ASDE has two channels. A better ASDE radar display for daylight viewing in the tower cabs is also planned by SRDS and will be tested this spring. The nine operational ASDE sites that are candidates to receive these improvements are Andrews AFB, Dulles International, Newark, JFK, Chicago-O'Hare, Los Angeles, San Francisco, Portland, and Seattle. Additional ASDEs will become operational this year at Atlanta, NAFEC, Boston, and Cleveland.

ICAO SEEKING APPLICANTS . . . The Technical Assistance Bureau (TAB) is anxious to receive applications for its upcoming vacancy in the Far East and Pacific area. Duration of assignment will be for an initial period of one year, but renewable thereafter by mutual consent and subject to program requirements. TAB requires the services of people as Aerodrome Fire and Rescue Adviser, Bangkok, Thailand, Level 4 (GS-13/14). Additional information about position requirements, salary, and benefits is available at your manpower division. Send applications to AIA-29 by Jan. 25 for forwarding to ICAO.

ANNOUNCEMENT FOR EXECUTIVE DEVELOPMENT . . . The opportunity to apply for development under the agency's Executive Development Program was opened on Jan. 5, 1973 and will close on Feb. 2, 1973. The announcement is aimed at GS-14 and GS-15 employees who meet the criteria for the program and who are willing to make the commitment and have the determination to undertake this development effort. All employees at this grade level are invited to review and consider this announcement. For details ask your servicing manpower division.

RESPONSIBILITY AND CONDUCT REMINDER . . . As stated in DOT Part 99, Responsibility and Conduct Regulations, "No employee may directly or indirectly use or allow the use of government property of any kind including property leased to the government for other than an officially approved activity." In regard to disclosure of information, "No employee may, for the purpose of furthering a private interest, directly or indirectly use or allow the use of official information obtained through or in connection with his government employment if that information has not been made available to the general public." Irresponsible or misleading statements based upon information obtained through an employee's official duties are not only improper but tend to confuse the public and undermine the agency. In case of doubt in this area, contact your servicing manpower division.

NOT A HOLIDAY . . . Friday, Jan. 19, 1973 is not a holiday.

Inauguration day, Jan. 20, 1973, is a holiday for pay and leave purposes only for those employees who have a regular tour of duty on Saturday, Jan. 20 and who work in the Metropolitan Area of the District of Columbia, which consists of the District of Columbia; Montgomery and Prince Georges Counties, Md.; Arlington and Fairfax Counties, Va.; and the cities of Alexandria and Falls Church, Va. (These locations are listed in paragraph 67g of 3600.4, Absence and Leave Handbook.) For example, Jan. 20, 1973 is a holiday for pay and leave purposes for employees of the Metropolitan Area of the District of Columbia who are scheduled to work Tuesday thru Saturday. If Saturday, Jan. 20, is an employee's regular day off, he does not get another day off "in lieu of holiday."

ALCOHOLISM HELP . . . The Office of Aviation Medicine has provided the following "Hot Line" telephone numbers to help employees and their families who have problems with alcohol abuse or alcoholism:

"Hot Lines" operated by Alcoholics Anonymous:

AA-WAIA Headquarters - (202) 332-1933 (For Washington, D.C., and Maryland) - 10:00 a.m. - 10:00 p.m.

AA - Northern Virginia - (703) 524-7742 - 10:00 a.m. - 10:00 p.m.

AA - Alanon/Alateen - (202) 347-8901 - 24-hours daily.

AA - Metropolis Club - (202) 737-6194 and (202) 393-8754
24-hours daily.

The Washington Hospital Center has recently opened a Counseling Center for Alcohol Abuse which is aimed at men and women in the Federal Government, business, and industry. Their "Hot Line" number is (202) 833-1690, 24-hours daily. There are an estimated 185,000 alcoholics in the Washington area, and we in FAA can assume that we have our share. To help these employees and their families is the main purpose of this information. There are many other services and agencies involved in programs to help persons with the illness of alcoholism. Check with your local Medical Society, Medical Bureau, or in your local phone directory.

OLLIE JAMES RETIREMENT . . . With over 32 years of government service, spent in a number of agency locations in Texas, Washington, Virginia, California, New York, and Oklahoma, Ollie James, Deputy Director of the Logistics Service, is heading for Arizona and retirement in the sunshine. Join in the send-off this Wednesday, Jan. 17, from 7 p.m. until midnight, at the Crystal Room of the Washington Navy Yard, 9th and M Sts., S.E., There's to be cocktails (cash bar) and dinner and dance. Tickets are \$10 per person and are available from ALG-10 in room 400W, x68448.

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CLAWED EAGLE

Claude S. Brinegar and Egil ("Bud") Krogh were confirmed by the Senate as Secretary and Undersecretary of Transportation Jan. 18. Brinegar, who was approved by voice vote without debate, comes to the government from a job as a California oil company executive. Krogh comes to his job from the White House. He was a deputy assistant to the President there.

THEY HAVE FAITH AT NAFEC

Former test pilot Robert L. Faith has been named Deputy Director of NAFEC. Faith's last job was as Deputy Director of the Office of Appraisal at Headquarters. He succeeds Robert J. Cannon who retired last year. Faith joined the agency at the Kansas City Regional office in 1956 after extensive experience as a test and military pilot. During his career with FAA he has worked in airports, flight standards, flight testing as well as research and development and appraisal.

GENERAL DYNAMICS GETS CONTRACT

ORDER NEW RADARS FOR TOWERS

A total of 37 advanced new airport surveillance radars, with double the power output of currently used radar equipment, have been ordered by the agency. Contract price of the ASR-8 including radar receiver/transmitter units and associated equipment as well as spares, is \$18 million. Among the new design features in the equipment is use of dual beam antennas which will extend low angle coverage, enhance raw radar returns, improve small aircraft detection and reduce ground clutter. Other salient features of the new equipment are solid-state construction, integrated circuitry and modular construction that provide a high degree of reliability and low maintenance downtime. Of the 37 systems ordered from General Dynamics Electronics Division, San Diego, 33 will be installed at civil airports and two at military fields. (Continued on Page 3)

LOOK UP AND LAND

After clearing a small plane with two people aboard for a landing at Eugene, Ore., the tower controller caught sight of the plane flying about 15 feet above the ground three-quarters of a mile from the end of the runway. "81B, climb immediately," radioed Kenneth L. Spencer, the controller. The pilot didn't answer. "81B, start climbing now, gain some altitude right now, you're on the deck." The pilot, whose windshield was iced up and altimeter showed the wrong altitude, climbed, then made a safe landing. During the month of December 1972, 235 flight assists were reported--103 by flight service stations, 96 by towers and 36 by centers. There were a total of 367 people reported on board the aircraft involved. The primary causes for the assists (Continued on Page 2)

AIRLINE CABIN SAFETY. . . . Increased emphasis on airline cabin inspections by FAA Flight Standards inspectors, engineering design changes for certain cabin seats and better or dual latches on galley compartments are among the results of a special safety investigation of cabin conditions begun by the agency a year ago. FAA officials said the agency is continuing to make improvements in airline cabin conditions to prevent hazards during in-flight turbulence through rule-making actions and work with individual airlines and industry groups. A recent report on airline cabin conditions prepared by the Steward and Stewardess Division of the Air Line Pilots Association, citing possible hazards, is under review by the agency, and a response will be sent to ALPA with an offer of further discussion to resolve any remaining problems.

LOOKING FOR GOOD IDEAS. . . . The agency is seeking suggestions from the public, industry and user groups on agenda topics for the agency's Fifth Annual National Aviation System Planning Review Conference which will be held at the Washington Hilton Hotel, Washington, D.C. 21-23 May 1973. Among the preliminary topics selected are Community Involvement in Planning, Landing Systems, Navigation, Air Traffic Control, Airports, Short Haul, and Performance Assurance. Suggestions on these and other topics should be submitted no later than January 30, 1973 to the FAA Associate Administrator for Plans, Attn: AAV-1, 800 Independence Ave. S.W., Washington, D.C. 20591.

FOGGY NOTIONS. . . . Seeding cold fog significantly improves visibility, but has no appreciable effect on warm fog, according to a recent FAA technical report on experiments made at Seattle-Tacoma and Spokane International Airports in Washington state last winter. The three-month test showed that fog seeding had minimal impact on the airport environment and surrounding communities, but helped disperse fog only when the temperature was below freezing. More than 1,500 photographs taken during the experiments showed that in some cases jet aircraft movements in the traffic pattern near the airport and on taxiways greatly helped dissipate fog through heat from jet exhaust.

LOOK UP AND LAND. . . . (Continued from Page 1) included 132 lost pilots, 25 low on fuel, 68 involved in weather and 64 with some type of equipment malfunction. There were 104 pilots assisted by use of radar, 91 assisted with DF, 64 with VOR orientation and 26 by the use of geographical references. Reports indicate 18 student pilots involved, 9 gear-up landings averted, 53 night assists and 30 aircraft aided by other aircraft.

AIRPORT CAPACITY SOLUTIONS NEEDED. . . . Not enough design research is being done by private industry to achieve standardized solutions to airport capacity problems according to Administrator Shaffer. Speaking at a meeting of the Airport Operators Council International last week in Houston, he said airport authorities would do well to copy Washington's Dulles International Airport where airside operations are distinctly separate from terminal operations and services for moving people into and out of airports.

GALLUP FOR PLANES, NOT HORSES. . . . Remote control will enable flight service specialists at the newly commissioned Gallup, N.M. flight service station to operate direction-finding equipment at the site of the Zuni FSS, which was closed down when Gallup FSS opened for business early this month. The new FSS is located at Senator Clarke Field in a new city-owned building which also houses an Airway Facilities Sector Field Office that was moved into the building. The Grants, N.M. FSS was also closed, but pilots flying out of Grants Airport will be provided flight services and other information by the Albuquerque FSS via free long distance collect telephone service. The new station at Gallup is staffed by eight flight service specialists headed by Richard Chaney.

REMINDER TO REGISTER. . . . To jog the memories of the nation's aircraft owners and operators on the requirement for annual validation of their aircraft registration certificates, the agency has amended its general operating and flight rules, Part 91, to make the requirement more visible. General aviation operators refer to this regulation more often than any other. The requirement for annual validation is already fully spelled out in Part 47, but the agency believes the average aircraft owner seldom has occasion to refer to this Part. This year, the registration renewal requirement must be met by April 1.

THE BETTER TO SEE YOU. . . . In order to improve the ability of pilots to see and avoid other traffic, a rule that would increase the distance-from-clouds requirement for VFR (visual flight rule) operations in uncontrolled airspace 1,200 feet or less above the surface has been proposed by the agency. Under the proposed rule, VFR flight would be prohibited in uncontrolled airspace at 1,200 feet or less above the surface unless the pilot could remain at least 500 feet below, or 1,000 feet above or 2,000 feet horizontally from cloud formation. Present rules permit VFR operations in this airspace when pilots can remain clear of clouds.

ESIS SELECTIONS. . . . James A. Dille, AF Sector Manager, Shreveport, Southwest Region; Richard Connett, AF Sector Manager, Little Rock, Southwest Region; Alfred Reed, Chief, General Aviation District Office, West Chicago, Illinois, Great Lakes Region; and Dale F. Backman, Chief, Appraisal Staff, Northwest Region.

NEW AIRPORT RADAR (Continued from Page 1). . . Already scheduled to receive the equipment are airports serving Detroit, Seattle, Dallas, Pittsburgh, Cleveland, Minneapolis and Miami. The other airport sites will be announced later. Systems will also be delivered to the FAA Academy for training and NAFEC for research and development. Delivery schedules call for the first system to arrive in January 1975. The second unit will be available four months later and the remainder will be delivered at a rate of two per month thereafter.

CANCER FILM COMING TO FAA. . . . "The Million Club" consists of people who have survived cancer; seven of them appear in a film by that name to be shown in the FAA third floor auditorium Tuesday and Wednesday, Jan. 30 and 31 at 11:30, 12 noon and 12:30 in the Midday Matinee. With suspense building right up to the end, the film strongly emphasizes the importance of learning the seven danger signals of cancer, and that the disease can be cured if treated promptly and properly.

CFC DRIVE CLOSES. . . . The 1972-73 National Capitol Area Combined Federal Campaign has come to a close. While FAA was \$25,080.61 short of its \$190,077.84 fair share goal, the contributions of 3,099 (94% participating) Headquarters employees enabled us to turn over \$164,997.23 (87% of the goal) to CFC officials for the benefit of less fortunate members of the community. Particular thanks go to the thirteen offices/services that exceeded their dollar goals with 100% participation; and to those organizations that reached or exceeded their goals with less than 100% participation. Sincere thanks goes to each employee who by his or her contribution, large or small, made this achievement possible.

FOB-10-A IS HERE TO STAY. . . . If you see men with slide rules and measuring tapes going over the building this spring, it doesn't mean that the building is being torn down or that FAA is being moved out. Starting this week and continuing until June a Department of Transportation team will be updating existing engineering plans of the building. Among other things they will be measuring walls and counting electrical outlets, telephones and lights. The reason for updating the drawings is in anticipation of a future reconfiguration of the space in the building.

AWARDS AND REWARDS. . . . The Systems Research and Development Service gave Quality within-Grade Pay Increases to William L. Young and Duane C. Neiner, the latter based on an outstanding performance rating and a Special Achievement Award to Marie D. Clure, based on an outstanding performance rating. The Office of Headquarters Operations presented a Special Achievement Award to Jerry R. Ward and Quality Within-Grade Pay Increases to Mary Good and Linwood H. Robinson, both based on outstanding performance ratings, and to Philip J. McGann, Walter Goody, Charles A. Fernald, Rosetta A. Moore, and Joseph L. Cordell. The Office of Air Transportation Security presented Quality Within-Grade Pay Increases to William J. Dailey and Virgil L. Krohn, both based on outstanding performance ratings.

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SPECIAL

Intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

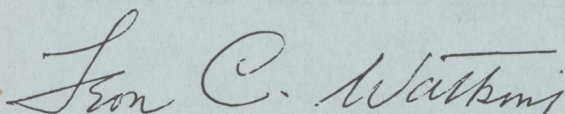
24 January 1973

CHILD CARE CENTER UNDER STUDY

Employees in the FAA Headquarters building (FOB-10A) who have young children may be interested in a year-round child care center in Southwest Washington near the FAA building. If the center were developed, employees would be able to leave their children at the center at the beginning of the work day and pick them up at the end of it. Below is a letter from Leon C. Watkins, Director, Office of Civil Rights, asking employees to fill out the questionnaire on the reverse side of this INTERCOM to find out how much interest there is in a child care center. Please note that the questionnaire should be returned to ACR-1 by Monday, Jan. 29.

Federal Women's Program Coordinators in Southwest Washington have been meeting with representatives of the L'Enfant Plaza Corporation to discuss a mutual interest in the possibility of developing a child care/development center on public owned land at 7th and G St., S.W. In order to project enrollment figures in such a facility we would appreciate your cooperation in completing the enclosed brief questionnaire.

Your interest and support through participation in the survey will aid this office in our commitment to the concept of developmental child care for working parents. Please return the completed questionnaire to ACR-1 by 29 January 1973.



LEON C. WATKINS
Director of Civil Rights, ACR-1

SURVEY OF INTEREST IN CHILD DEVELOPMENT CENTER
FOR SOUTHWEST WASHINGTON, D.C. FEDERAL AGENCIES

On public owned land at 7th and G Streets, S.W., there is the possibility of a child care/development center to be developed by L'Enfant Plaza Corporation for employees of Federal agencies located in the Southwest section of Washington, D.C. If you are interested in having such a center, will you please fill in this questionnaire.

1. Male _____ Female _____

2. What, approximately, is the total yearly income of your immediate family?
A. Less than \$8,000 _____ D. \$16,000-\$19,999 _____
B. \$8,000-\$11,999 _____ E. \$20,000 and over _____
C. \$12,000-\$15,999 _____

3. Number of children.
Under 3 years _____ 6 - 13 years _____
3-5 years _____

4. Are any of your children handicapped or need special facilities?
Yes _____ No _____
If yes, how many _____

5. Would you use a summer facility for school age children if available? Yes _____ No _____

6. What facilities and/or services would you like a child care center to provide? Check all that apply.
_____ First aid medical treatment
_____ Recreation (inside/outside)
_____ Pre-school education
_____ Holiday services (for school-age
-children)
_____ Summer facilities
_____ Meals
_____ Transportation to and from work
site
_____ Child care during evening/night shifts
_____ Other: Specify _____

7. What do you currently pay per week per child for day care?
Under \$15 _____
\$16- \$24 _____
\$25 - \$24 _____
\$25 and over _____

8. Comments:

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PUBLISHER GETS AWARD

FAA's highest civilian award, the gold medal award for "extraordinary service" to aviation and the public interest has been presented to George E. Haddaway, editor and publisher of Flight Magazine. Through the magazine, published since 1934, he has provided an unusual degree of leadership in public matters related to the development of civil aviation. He was also the founder of the Civil Air Patrol and commanded a CAP anti-submarine base during World War II.

21 MILLION MILES LATER

The 707 which brought the jet age to airline service in this country in 1958 has been retired by Pan American World Airways. The plane, christened "Jet Clipper America" Oct. 16, 1958 by Mrs. Dwight D. Eisenhower at FAA-operated Washington National Airport, had logged nearly 39,000 air hours, made 13,000 landings and carried about 1.25 million passengers.

CHANGEOVER TO COME GRADUALLY

SUPER FSSs PLANNED FOR 1980s

Manned, super flight service stations serving as hubs for a highly automated network of approximately 3,500 pilot briefing and flight plan filing computer terminals may be in the cards for the agency's FSSs. The plan envisions 20 to 50 of the super stations. The agency will brief user organizations on the proposed FSS concept this week, soliciting their opinions, criticisms and ideas. Designs of the super stations themselves and the satellite terminals and operating procedures for the integrated system are to be developed after operational tests are evaluated by FSS specialists in the field as well as system users. The automation and modernization research and development projects currently underway near Atlanta and at Raleigh-Durham, N.C. are the first of the anticipated tests and studies. The automated system is scheduled for completion in the era beyond 1980. In the interim, the new system will be implemented on an evolutionary basis, starting in fiscal year 1974. The transitional phase calls for the decommissioning of approximately 30 stations per year and the transfer of personnel and functions to high-activity stations. This would continue until the system consisted of approximately 147 stations which would carry the workload while the transition is made to the new automated configuration. The recommendations for the automated, reconfigured FSS system were developed by a joint Office of the Secretary of Transportation/flight service station team at the request of the Office of Management and Budget, the government's fiscal overseers.

ALPHABET SOUP A LITTLE THINNER. . . FAA is doing its part to fight the acronym explosion. Pilots on the west coast have enthusiastically received the agency's Enroute Weather Advisory service, begun at four flight service stations Aug. 1, 1972, but they haven't warmed to the name. The acronym "EWAS" is hard to pronounce quickly and is not pleasing to the ear. So while the program is still fairly new, the agency is changing the name to Enroute Flight Advisory Service, and the call sign "EWAS" will be replaced by "Flight Watch"; e.g., "Seattle Flight Watch." The Air Traffic Service is also sending letters to the aviation industry, advising them of the name change. The in-flight weather service will be expanded nationwide in the next few years.

SECOND TIME AROUND ON HEAD TAXES. . . A bill to prohibit airport head taxes has been reintroduced in Congress by Senator Howard Cannon, chairman of the aviation subcommittee of the Senate commerce committee. The bill, similar to one vetoed by the President last fall, would also increase aid to airports under the agency's Airport Development Aid Program. Public use portions of airport terminals, not now eligible for federal funding could obtain 50 percent grants under the new bill. Until final action on airport head taxes and payment of them by government employees is taken by Congress, DOT employees traveling on official government business should pay such taxes and will be reimbursed on their travel vouchers. Further information on payment of head taxes, which are levied in addition to the cost of the plane ticket, is contained in FAA Notice N 1500.28, dated July 26, 1972.

JUST THE FACS. . . The Civil Service Commission will initiate a computer skills inventory in February for Federal employees in GS-13-14 jobs in administration; finance and accounting; engineering and architecture; business and industry; and mathematics and statistics; and in GS-11-14 jobs in personnel. Employees now holding positions in these job/grade categories must register in the system, known as the Federal Automated Career System. Voluntary registration is allowed for employees who have qualifications for the positions. FACS does not affect FAA's bidding system. Further information on the program is available from your servicing manpower division or CSC.

MERIT PROMOTION PROGRAM STUDY. . . During calendar year 1973 the Office of Personnel plans to review the agency Merit Promotion Program (MPP) for the purpose of relating it to the new Manpower and Personnel Information System and in anticipation of changes proposed by the Civil Service Commission in its guidance on MPP. In order to consider as many viewpoints as possible, the Office of Personnel seeks the active involvement of field personnel, staff personnel in various Headquarters offices, employees and employee representatives. The current schedule calls for a revised MPP to be issued by January 1974. As progress in the study is made, you will be kept informed.

MAX ENTRY AGE OKED. . . . The Civil Service Commission has given its OK to a maximum entry age for controller positions covered by the ATC Career Legislation, Public Law 92-297. The age fixed by the Secretary of Transportation for an original appointment for a terminal or enroute center controller is 30 years old--that is, persons cannot enter these positions after reaching their 31st birthday. As soon as the Department implementing order is issued establishing this maximum age limit, the Commission will take the necessary actions to adjust registers and amend standards and examination announcements. The CSC's concurrence with the recommended maximum age was made after a thorough examination of studies conducted over the past several years which indicate that air traffic control is a young man's game and that the unique abilities required are age related.

SOMEBODY UP THERE. . . . The following letter was sent by one Reverend Leon J. Flaherty to FAA staff at the O'Hare control tower in Chicago. The feelings expressed in the letter can really be applied to all air traffic controllers and airway facilities technicians who operate and maintain the air traffic system. The letter read in part:

"I would like to take a little time out to extend my sincere thanks to all of you for the work you do. We travelers rarely see you and very seldom hear you or about you.... I was flying on 22 December and again on 3 January. Between those dates, the weather was anything but good for you men. Yet, on the plane, we passengers took you for granted.... So from one of the thousands of passengers you never see, and who never sees you, please accept this brief letter of thanks. Along with it, I pledge my prayers for you and many others like you.... Since I am in your hands more often than anywhere else, I felt you might like a pat on the back from one of us... if this does anything to help brighten your day, I am glad that I wrote it. May God be with you in your work."

Amen.

SHOULDER HARNESSSES FOR SAFETY... . . . Shoulder harnesses save lives and protect against injury--and FAA wants to extend this lifesaver to small airplanes yet to be manufactured and to those already in service. Accordingly, the agency has proposed rules to require the installation of a shoulder harness on each seat in newly-designed small civil airplanes and on small planes which don't have harnesses but do have attachment points built into them. Planes now being manufactured without attachment points would also have to add them, if possible, so harnesses could be installed. Another proposal would require passengers in seats with harnesses to fasten them on takeoff and landing, and for flight crewmembers, at all times when at their stations. In addition, the agency believes further protection should be provided in small planes around each seat within striking distance of the occupant's head, torso and arms and legs and has proposed rules to make these areas free of sharp edges, protuberances and hard surfaces.

CANCER FILM: SIGNALS FOR SURVIVAL. . . What are the hopes, the chances for survival of people with cancer? A suspenseful film, "The Million Club," looks at the lives of seven people who have the disease and are surviving. Emphasizing the importance of learning cancer's seven danger signals and explaining that the disease can be cured if treated promptly and properly, the show goes on Tuesday and Wednesday, Jan. 30 and 31 at 11:30, 12 noon and 12:30 in the FAA third floor auditorium as the Midday Matinee.

FOR WOMEN ONLY. . . The U.S. Department of Agriculture Graduate School in Washington is featuring three new programs for women this spring. The sessions will meet for three days each, from 9 a.m. to 4:30 p.m. They are:

Creative Career Development for Women, April 11-13
Seminar for Women Executives; May 30-June 1
Organization Woman: Personal and Professional Dynamics;
April 11-13; June 6-8

Due to high interest, the courses are filled months in advance, so for application forms and further information, contact FAA's EEO Staff, APN-30, or write: U.S. Department of Agriculture Graduate School, Special Programs Dept., 529 14th St., N.W., Room 265, Washington, D.C. 20004, Attention Mrs. Robin Radice.

CREDIT UNION ANNUAL MEETING. . . The Annual Meeting of the Transportation Federal Credit Union will be held in the Main Cafeteria, Red Section, 2nd floor of FOB-10A at 3:30 p.m. on Thursday, February 22, 1973. All members, attending the meeting, will receive a free gift. Three lucky members will receive attractive door prizes. The Annual Meeting is for the purpose of transacting the following principal items of business:

1. Annual reports to the members by the Board of Directors.
2. The election of members to fill expired terms or vacancies on the Board of Directors and the Credit Committee.

Each member should make every effort to attend this meeting. It is your opportunity to express your views concerning your credit union and to obtain information about its management. It is anticipated that the meeting will take approximately one hour.

AWARDS AND REWARDS. . . The Office of Aviation Medicine presented a Quality Within-Grade Pay Increase to Leonard C. Ryan, and a Special Achievement Award to Evan W. Pickrel, Ph.D.

IN THE SPIRIT OF CHRISTMAS. . . The Airway Facilities Service donated \$90.25 to Children's Hospital and \$60.25 to the Salvation Army in lieu of exchanging greeting cards among co-workers.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
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BRINEGAR SWORN IN

Claude S. Brinegar was sworn in by President Nixon as Secretary of Transportation in ceremonies at the White House last Friday. Brinegar, 45, who succeeds John Volpe, was an oil company executive in California before he was tapped for the top job in DOT. Frank Herringer, 30, was also sworn in during the ceremonies as the new Urban Mass Transportation Administrator. He was a staff assistant in the White House since Oct. 1971.

PIONEERING FAME

Although he may not cut a wild west figure, Administrator Shaffer became a pioneer recently when he was made an honorary life member of the Society of Airway Pioneers, an organization founded to preserve the early history of the Federal Airways System and to recognize the efforts of people who established standards of excellence for the System. In a brief ceremony in Shaffer's office, Society members said, "We are privileged to welcome you into the organization as a most distinguished agency head who has provided us with inspiring leadership."

1,570 NEW HIRES INCLUDED

'74 BUDGET GOES TO CONGRESS

The FAA Fiscal Year 1974 budget approved by the President and sent to Congress provides for a hiring increase over the '73 budget of 1,570 air traffic control specialists, maintenance technicians and security guards. About 1,200 of the new hires would be controllers for centers and towers and specialists for FSSs. In addition, there are plans for the employment of another 700 controllers, which is a carry-over from FY '73 staffing. The agency's actual on-board employment total permitted by the budget would be 54,208 in FY '74, increased from the FY '73 ceiling of 52,638. Major categories in the \$2.1 billion request to Congress include \$250 million for Facilities and Equipment; \$70 million for Research, Engineering and Development; \$1.2 billion for Operations to cover on-going programs including employee salaries; and a two-year request for \$560 million for the agency's Airport Development Aid Program, at a rate of \$280 million in each of FY '74 and '75.

WASHINGTON NAT'L: SHORT HAUL AND JUMBO JETS

Airlines would have to eliminate long-distance flights serving Washington National Airport and could introduce new airplane types to the airport only if the new planes are compatible with the surrounding environment, according to a proposed DOT policy statement published last week. 119 flights at National would be affected by the policy which is aimed at enhancing the short-haul role of National Airport and the long-distance and international service of Dulles International Airport, located 27 miles from downtown Washington. One-stop flights to and from points beyond 1,000 miles would be phased out, (Continued on Page 3)

TOUGHER REQUIREMENTS FOR PILOTS. . . In one of the most extensive regulatory actions ever undertaken to enhance safe flying, FAA last week issued rule changes covering the training, testing and certification of student, private and commercial pilots and those applying for instrument and flight instructor ratings. After the rule changes become effective on Nov. 1, 1973, a student pilot must show overall piloting proficiency to be eligible for a prescribed flight test for a private license. To qualify in the commercial category, a pilot must have an instrument rating and increased previous flight time. Applicants for instrument ratings must show proficiency using three types of navigation aids--VOR, ILS and ADF--instead of just one. Requirements for flight instructors are also being upgraded. A biennial review covering flying skill and aeronautical knowledge will be required for all pilots not engaged in airline or other operations where periodic flight checks are already required. Other changes include annual checks for pilots-in-command; checks of IFR pilots without recent IFR experience; and more frequent surveillance of soloing student pilots by flight instructors. The changes are to Part 61 of the Federal Aviation Regulations.

AVIATION SECURITY OFFICERS. . . The first 20 local police officers trained by FAA to aid in the anti-hijacking program have been graduated from the Transportation Safety Institute in Oklahoma City. The officers, from 19 different U.S. cities, along with seven FAA security officers took part in a five-day course at TSI. The FAA-operated school trains officers who return to their home communities and instruct fellow officers in methods of ground security for the nation's 531 air carrier airports. The curriculum included in part, legal aspects of aviation security, passenger and baggage screening and aircraft familiarization. Instruction was provided by FAA security, flight standards, medical, and legal personnel in addition to FBI officers and members of various airport security staffs. The second class of 20 officers and five FAA officers will begin the course Feb. 26.

BLUE COLLAR BLUES. . . Wage grade pay schedules will not be expanded to five steps from the present three at this time, according to the Civil Service Commission. Public Law 92-392, which established the Federal Wage System, provides for the expansion to five steps for nonsupervisory wage grade employees. The effective date of this change was to be the beginning of the first pay period after the President ceased to exercise his authority under the Economic Stabilization Act of 1970, or April 30, 1973, whichever occurred first. CSC advises that with Phase III wage/price controls the President is still exercising his authority under the Stabilization Act.

WORLDWIDE ANTI-HIJACK MEASURES DELAYED. . . . After rejecting a strong U.S. proposal calling for joint international action against nations giving safe havens to hijackers, the legal committee of the International Civil Aviation Organization, meeting in Montreal last month, decided to send four other proposals to another ICAO body, tentatively scheduled to meet in August. FAA representative to the U.S. delegation, Bruce Selfon of the Office of the General Counsel, said the U.S. hopes that one of the four proposals--one sponsored by the Scandinavian countries--could become an effective measure to eliminate safe havens. This proposal would set up an independent commission of legal experts to determine if the conduct of any nation violates existing international law regarding hijacking and sabotage and to make recommendations to eliminate the violation. The original U.S. proposal included suspension of air services to any country harboring hijackers.

NOT ONLY FLEET, BUT QUIET. . . . FAA has taken another step to reduce aircraft noise by proposing "fleet noise levels" which could not be exceeded by any scheduled, supplemental or commercial carrier after July 1, 1976. On or after that date, the FNLs would have to be reduced to a level halfway between the original level and the level that would exist if all aircraft covered by the proposal met the noise standards of Part 36 of the FARs, which presently limits landing and takeoff noise to a range of 92 to 108 "effective perceived noise in decibels." By July 1, 1978 all aircraft in the fleets would have to meet the limits of Part 36. Administrator Shaffer explained, "This concept gives the carrier the alternative of achieving the noise reduction goal by modifying existing airplanes, replacing them with less noisy aircraft, or taking a combination of these actions." The proposed rule applies only to aircraft used in interstate commerce, because FAA believes that noise problems of aircraft in foreign service should be taken up by the International Civil Aviation Organization.

SHORT-HAUL AND JUMBO JETS AT NATIONAL (Continued from Page 1). . . as would non-stop flights to and from seven cities exempted from a 1966 rule prohibiting non-stops beyond 650 miles. Wide-bodied jets--the DC-10 and L-1011--could be introduced to the airport under the policy since these aircraft are quieter than the noisiest jet aircraft which are now permitted to use National. According to the environmental impact statement, FAA will propose modernization but not expansion of the airport to improve passenger access, baggage handling and aircraft boarding gates handling the bigger jets. There is no change expected in the present agreement between FAA and the airlines not to schedule jet service at National between 10 p.m. and 7 a.m. FAA proposes to make the new policy effective on June 1, 1973 and will consider comments on it received before March 30.

FEBRUARY WORLD. . . Staffing standards; the trials and tribulations of moving while working for FAA; and one FAAer overcoming the handicap of being blind to break into computer programming are all featured in this month's edition of FAA WORLD magazine. The cover story is "How Many To Do The Job," which looks at the problems involved in the staffing standards program and how they are being overcome. In addition there are the regular features you look forward to every month including Direct Line, Like It Is, Faces and Places, Mobility Gulch, and Faables.

ARE YOU READY. . . If you are in the Ready Reserve of any of the United States Armed Forces, please confirm this fact immediately with the FAA Employment Receptionist, Mrs. Marjorie Collins. She is located in Room 513, FOB-10A, x63229. Required information includes only your name, Armed Service Branch, and your FAA telephone number. This information will be used to complete the annual screening of the Ready Reserve required by agency order 3300.4A.

AIR TRAFFIC CONTROL--ANY TAKERS?. . . Headquarters employees holding permanent appointments who have an interest in Air Traffic Control are again offered the opportunity to learn more about the occupation and to compete in an Air Traffic Control aptitude examination to determine their potential for learning Air Traffic Control. Interested persons should contact Mr. Abraham L. Coney, EEO Program Manager, AHQ-106, on extension 63370. If you are in a dead-end job, now is your chance to explore Air Traffic as a possible avenue for advancement. Minority group members and women are especially encouraged to apply. While entry into the Air Traffic Program may be at the GS-4, GS-5, or GS-7 levels depending on individual qualifications, ATC progression possibilities exist through GS-13 based on satisfactory training and performance. Early responses by COB 10 February 1973 are requested so that career information sessions and test schedules may be arranged.

UNDERSECRETARY . . . Effective immediately, Egil Krogh, Jr., assumes his duties as Under Secretary of Transportation. Correspondence or documents prepared for the Under Secretary's signature shall be prepared for Egil Krogh, Jr.

"IT'S TAX TIME". . . And that's the name of VIDICOM #16, a helpful 25-minute show about your Federal income tax. It has tips on what to beware of if you choose a tax preparer; reminders about different kinds of deductions; and features well-known TV stars to get the message across. See it this week, Tuesday, Feb. 6 and Friday, Feb. 9 in the third floor auditorium. There are showings every hour on the hour beginning at 9 a.m. with the last show at 4 p.m. It will also be shown continuously on each of Feb. 13, 14, 16, 20, 21, and 23.

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FLYING TIGER LADY ==ABOARD

Anna Chennault has been named to FAA's Women's Advisory Committee on Aviation (WACO). Mrs. Chennault is the widow of Gen. Claire Lee Chennault, Commander of the Flying Tigers of WW II fame. She is a vice president of the Flying Tiger Lines, an air cargo carrier, and has held positions in aviation in both this country and Nationalist China. She has also served as a broadcaster for the Voice of America and is a prominent writer, lecturer and educator. WACO meets twice a year to provide recommendations to the Administrator.

GOT THEIR NUMBER

Here's a few key telephone numbers for the Western Region Office which moved into new quarters Feb. 12:

Area Code (213), exchange 536-. Region Director, 6427; Public Affairs, 6431; AT, 6226; AF, 6150; FS, 6251; AS, 6240; Employment, 6292; Air Security, 6325. Office hours are 7:30 a.m. to 4 p.m., Pacific Time.

FLIGHT DATA AUTOMATICALLY RELAYED

20TH CENTER COMPLETES HOOK-UP

The 20th and last ARTCC, Memphis, officially hooked up its NAS Stage A flight data processing system this month, completing the enroute network for automatic relay of flight plan information. High agency officials will mark the hook-up in special ceremonies Feb. 13 at the center. The network, on the line 24 hours a day, seven days a week at all 20 centers, automatically sends flight data from one center to another and from one sector to another within a center during the progress of a flight, saving controllers tedious telephone and clerical work. Jacksonville was the first enroute center to commission IBM 9020 equipment for automatic flight data processing in June 1969. Since then the FDP program moved steadily forward to its completion at the Memphis center two months ahead of schedule. The automation schedule now calls for completion of the radar data processing phase at the 20 NAS centers in July 1975. With radar data processing, flight information such as identity, altitude and speed will be displayed directly on radar scopes in the centers much the same as the ARTS-III system does on scopes at terminals.

2ND CAREER TRAINING & CONTROLLER STAFFING

Testifying before a special Subcommittee of the House Post Office and Civil Service Committee last week, Associate Administrator for Manpower Bertrand M. Harding said that second career training for 86 disqualified controllers had begun by the end of January or would begin in the very near future. He said the agency anticipates spending approximately \$1 million by the end of this fiscal year to implement the second career legislation. (Continued on Page 2)

WORDS OF PRAISE FROM FAMOUS TEST PILOT. . . The first man in the world to fly at twice the speed of sound has words of praise for FAA air traffic control specialists. A. Scott Crossfield, who made the speed in the Douglas "Skyrocket" plane in 1953 and later flew the X-15 rocket plane to the edge of space, sent the following letter to ATCSs Richard W. Fitzgerald, Henry A. Bayer, Jr., Leon Orr and Clyde Hansen, who recently won FAA honors for the outstanding flight assists of FY'72.

Forty years ago this year, I took my first flight lesson at a tender age and have ever since had a love affair with aviation. Since then, many times over I've had it reaffirmed that the pilot's best friend and survival device is the controller-- unidentified, and often just a voice at the other end. I've just read of your identification and recognition by the FAA by virtue of the awards to you....I would here just like to add one more congratulation from a pilot in the controllers' corner. All the controllers do a great job and gain by the visibility you have given them. Again congratulations from us all.

V/STOL WEATHER, . . FAA and the Atomic Energy Commission are jointly conducting a \$420,000 year-long study of low altitude meteorological problems which may be associated with vertical and short takeoff and landing aircraft (V/STOL) at STOLports in metropolitan areas. Beginning this month in Seattle, the study will monitor critical weather factors including wind, turbulence, visibility and ceiling which may affect V/STOL aircraft at ground level and elevated landing sites in built-up areas. Results will assist in determining sites for V/STOL facilities, runway orientation, meteorological instrumentation for V/STOL operation and improved aircraft design.

2ND CAREER TRAINING AND CONTROLLER STAFFING (Continued from Page 1)...

With regard to controller staffing of centers and towers, he cited several steps the agency will take over the next 18 months to meet training pipeline requirements through FY 1974. He said that 700 vacancies will be filled to reach 1973 employment levels and further testified: "An additional 1,000 controllers will be hired in FY 1974 to offset anticipated attrition. Finally, the President's budget, recently submitted, provided for the hiring of another 1,000 controllers to meet additional 1974 operational requirements in centers and towers. This will provide a total influx of 2,700 new trainees."

ARTS II TEST SET. . . FAA begins a six-week test of the ARTS II automated air traffic control system for lower activity airports this month at Wilkes-Barre/Scranton Airport in Avoca, Pa. The system uses a low-cost minicomputer to display aircraft identity and altitude directly on radar scopes. The prototype system was developed by Lockheed Electronics Co. under a \$1.5 million FAA contract.

ALERTNESS PAYS!. . . It would have been difficult if not impossible to control the Boeing 737 airliner in flight if tower controller Roger C. Staal at Oregon's Pendleton Airport hadn't seen a damaged wing flap rod as the plane taxied away from the gate for take-off. After returning to the terminal for repairs, the captain of the plane, which carried 31 people, went up to the tower and personally thanked Staal for his vigilance in spotting a potentially disastrous condition. During the month of January 278 flight assists were reported--113 by flight service stations, 123 by towers and 42 by centers. There were a total of 540 people reported on board the aircraft involved. The primary causes for the assists included 146 lost pilots, 37 low on fuel, 81 involved in weather and 84 with some type of equipment malfunction. There were 136 pilots assisted by use of radar, 113 assisted with DF, 62 with VOR orientation and 32 by the use of geographical references. Reports indicate 22 student pilots involved, 11 gear-up landings averted, 77 night assists and 31 aircraft aided by other aircraft.

RECOGNITION AND AWARDS CHANGES. . . . DOT Order 3450.1, Recognition and Awards Program for Departmental Personnel, abolished all FAA medals (to be replaced by DOT medals) and required that recommendations for Special Achievement Awards for persons at GS-16 and above be forwarded thru channels to the DOT Executive Personnel Board for review. Inasmuch as the Order is already in effect, no new purchases of FAA Career Service Emblems will be made. The new DOT emblems are now being developed and will be distributed as soon as they are received. Current supplies of FAA Retirement Certificates and Career Service Emblems can be used until further notice. Pending further guidance, Recognition and Awards officers should be consulted before any award recommendations are initiated.

QUICKIE MEETING ON QUIET SHORT-HAUL. . . . A two-day meeting on a quiet short haul air transportation system was sponsored by FAA last week for a special interagency group comprised of FAA, Department of Defense, National Aeronautics and Space Administration and Civil Aeronautics Board and many aviation industry associations. David J. Sheftel, Director of the agency's QSATS Office, chaired the meeting, which included representatives from the Air Transport Association, Airport Operators Council International, Aerospace Industries Association, Aircraft Owners and Pilots Association, the Sierra Club (an environmental group) and other organizations.

FAA PILOT KILLED. . . . Francis R. Keen, 56, chief of the engineering flight test staff at the Aeronautical Center, was killed last month in the crash of an agency Lockheed TV-2 two-place jet trainer near Clinton-Sherman AFB, Okla. He was the only person aboard the AC-based plane. The NTSB is investigating the crash. Keen, who had been at the Aero Center since 1958, is survived by his wife, Thelma, a son and a daughter.

BUILD 'EM AND FLY 'EM. . . . An entertaining film showing a phase of recreational aviation not known to many people--homebuilt and experimental aircraft--will be shown in the third floor auditorium today, Feb. 12 and Thursday, Feb. 15 at 12 noon. The color film features the Experimental Aircraft Association's "fly-in" at Oshkosh, Wisc. last August. Come see! You may leave resolved to build and fly your own airplane.

WELCOME NEWLY ELECTED CONGRESSWOMEN. . . . You are invited to a wine and cheese reception to honor new women members of Congress which will be held on Wednesday February 12, from 5:30 to 7:30 p.m. The welcome, which is being sponsored jointly by D. C. Federally Employed Women (FEW), Capital Hill Women's Political Caucus, WEAL (Women's Equity Action League) and the Women's Action Organization, will be held at the Rayburn House Office Bldg., room 2177. The cost is \$3 per ticket (tickets will be picked up at the door of room 2177); reservations must be made in advance with Sandy Gruschin, 3700 Davenport Street, N.W., Washington, D.C. 20016. Reservation requests must include your name, address, daytime and evening phone number, number of tickets desired and your check made out to WEAL.

BRINEGAR ON BOARD. . . . Effective February 2, Claude S. Brinegar assumed his duties as Secretary of Transportation. Correspondence or documents prepared for the Secretary's signature shall be prepared for Claude S. Brinegar.

JMB PICKS THREE. . . . The Junior Management Board has selected three new members: William Abernathy, AAT; Mary Brown, AAS, and Charles Hoch, AAV.

TACTFUL TIPS ABOUT TAX. . . . "It's Tax Time," VIDICOM #16, is showing in the third floor auditorium this week, Tues., Wed. and Fri., Feb. 13, 14 and 16, with helpful tips about your Federal income tax. See this color videotape program with shows starting every hour on the hour, first show, 9 a.m., last show, 4 p.m.

CHAPTER MEETING OF FEW. . . . D.C. Federally Employed Women will meet in the Cleveland Park Library, Macomb St. and Conn. Ave., NW this Wednesday, Feb. 14. Dr. Bernice Sandler will speak on the purpose and function of the President's Commission on the Economic Status of Women, and a workshop will be held to train FEW members to make visits to federal agencies to study the status of the Federal Women's Program.

IBB KEEPS US BUSY, BUT NOT YOU. . . . Listen to INTERCOM Broadcast Briefs, a recorded telephone message with news of FAA, including an afternoon update. Dial x63232 for all the latest: news, FOB-10A menu and the weather. Multiple telephone lines keep away the busy signal.

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HEADQUARTERS

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

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BLACK HISTORY EXTOLLED

The annual celebration of African-American History Week took place last week. A time set aside to particularly dwell on the contributions of the Black American in the development of our nation, the week was first celebrated in 1926 by the Association for the Study of Negro Life and History. This Association promotes the study of the Black American and disseminates to the community documented studies on the achievements and tribulations of this group. This is done through a national network which collects and preserves the records of activities of Black America. In conjunction with the Association's program, laymen, historians and scholars meet annually to discuss topics such as: Economics and the Black Experience, Black Education at White Universities, Reform in Black Studies Programs, Music of Black Americans, the Political Role of Black Women in the American Society, the Arts in Black Colleges as well as other topics of current interest to all Americans.

LATEST ADVANCES IN HARDWARE

LONG RANGE RADAR FOR CENTERS

The prototype of a new long range radar designed specifically for the agency's enroute automation program has been ordered from Westinghouse Electric Company's Aerospace & Electronic Systems Center in Baltimore. Under the \$3 million plus contract, the manufacturer will design, fabricate, install and field test the prototype surveillance radar, designated as the ARSR-3. The tests, scheduled to be completed in 24 months, will be conducted at the FAA Academy. The system will incorporate the latest radar technology to improve the area of coverage, improve target detection and reduce clutter. To increase reliability and facilitate maintenance, the system will feature built-in test equipment. The prototype ARSR-3 as well as those to be ordered, if tests prove satisfactory, will be preassembled at the factory in four transportable building modules. These units will be shipped to the site and assembled on a common foundation to become a single, unified building. The radar antenna and tower will also be assembled and tested at the factory before being dismantled and sent to the site for final erection.

ANTI-HIJACK RULE CLEARS THE COURTS

A federal court cleared the way last week for the agency to implement its rule requiring the nation's 504 air carrier airports to station armed local law enforcement officers at aircraft boarding gates while passengers are boarding airplanes. The court had imposed a ten day restraining order against the rule on Feb. 5, the deadline set for airports to comply, in response to a suit brought by the Airport Operators Council International. On Feb. 12 the court denied the Council's request for a preliminary injunction and lifted the restraining order. (Continued on Page 3)

JET FLEET EXPANDING. . . . Five Jet Commander twin-engine aircraft will be acquired by the agency for flight inspection of navigation and landing aids in the eastern, northeastern and mid-western parts of the U.S. The contractor, Qualitron Aero, Inc. of Dallas, will equip the planes with sophisticated navigation systems as well as a high capacity flight inspection computer. The first plane delivery is expected this summer, with subsequent deliveries at four week intervals. The contract permits leasing for one year, renewable for four years and then for five year periods, with an option to buy the planes at any time. The last of 20 jet aircraft with which the agency will replace 47 piston planes for flight inspection is expected to come into service in early 1975. Five twin-engine Sabreliners are already in service.

ICAO SEEKING APPLICANTS. . . . The following assignments are now available with the International Civil Aviation Organization. MONTREAL = 2 years: PC-30/72 Implementation Officer, Projects Implementation Section (Europe & Middle East), Project Operations Branch, Technical Assistance Bureau. P-5 (GS-14/15). Applications due in AIA-29 by 26 March 1973. 2 years: PC-31/72 Implementation Officer, Projects Implementation (Asia & Far East), Project Operations Branch, Technical Assistance Bureau. P-3 (GS-11/13). Applications due in AIA-29 by 28 February 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.

WHEN INJURED AT WORK. . . . A wallet card and pamphlet relating to injury compensation benefits were distributed recently to all employees. In presenting the material briefly, the Office of Federal Employees' Compensation (OFEC) necessarily eliminated a certain amount of detail. The instructions did not make reference to assistance available within FAA from our Injury Compensation Officers, located in Manpower Divisions. Employees and supervisors should direct all compensation forms and inquires to this source, as outlined in the Employee Benefits Handbook, rather than directly to OFEC. Claims and inquires can be handled more expeditiously in this manner.

EIGHTH TCA COMING. . . . The agency has established new air traffic rules and procedures for the Miami terminal area to enhance the safe and efficient use of the airspace. Effective April 26, FAA will activate the Miami Terminal Control Area (TCA) that will extend outward as far as 20 miles from Miami International Airport and upward to 7,000 feet. The radar-equipped Miami Tower will provide separation service to all aircraft within the TCA, whether flying under instrument flight rules or visual flight rules. In addition, aircraft will be required to receive a clearance from air traffic control to operate within the TCA. They also must carry radio navigation receivers, two-way radio communications equipment, and a radar signal transponder to enhance the controller's ground radar signal for aircraft identification. The Miami TCA is the eighth to be established in an agency air safety program first announced in September 1969.

HE GOT BETTER LOOKING WITH A UCR. . . . Air traffic controller Larry L. Lee saw a lot of glare and a big problem at the Combined Station/Tower in Eugene, Ore. where he works. When the sun beat down on the four-sided tower cab, it caused so much glare, he wrote in an Unsatisfactory Condition Report (1800-1), that visibility was cut 50 percent in some directions and controllers looking through binoculars into the glare could damage their eyes. Northwest Region Office staff visited the tower and found that the problem--a below standard tilt in the windows--couldn't be solved without spending a lot of money, which wasn't available. So they investigated roll-up shades that would act like big sunglasses and found a milar plastic shade made by 3-M Co. that met FAA standards and cut the glare up to 80 percent. Controller Lee made a little UCR solve a big problem--a solution that could help other towers with glare problems. If you see something wrong, try a UCR, you'll like it.

SALUTE TO CIVIL SERVICE. . . . Ninety years of merit are being celebrated this year as the Civil Service Commission marks its 90th anniversary since the passage of the CSC Act of 1883. At the outset only 10.5 percent of the Federal Government work force of 132,000 was under the merit system, while today upwards of 95 percent of the Government's 2.6 million full-time employees serve under merit systems based on open competition. The law signed in 1883 was aimed primarily at getting partisan politics out of the hiring of civil servants after 50 years of the "spoils system." Since then many other laws have added to the CSC merit system and modernized its methods of personnel administration.

A TIME TO NAVIGATE. . . . The fourth dimension--time--will be included in a study of area navigation techniques under the \$297,000 first phase of an FAA contract to Collins Radio Co. The two-year study will emphasize both three and four dimensional area navigation concepts at airports involving position, altitude and precision timing, or spacing of aircraft. Area nav allows pilots with on-board equipment to fly any route they choose, using conventional ground stations, without having to fly directly between the stations. At major airports, where most delays occur, area nav could increase airport capacity, and at small airports, the system could permit better landing procedures without landing aids at the airports.

ANTI-HIJACK RULE CLEARS THE COURT (Continued from Page 1). . . Last Thursday a U.S. Court of Appeals upheld the decision in favor of the agency. FAA Office of Air Transportation Security officials said airports were to be in compliance with the rule, Part 107.4 of the FARs, by Feb. 16. The officials also reported that more than 400 airports had agreed to place law enforcement officers at boarding gates after FAA informed them of the restraining order. FAA augmented a force of Federal officers at Washington National and Dulles International Airports in time to meet the Feb. 5 deadline originally set by the rule.

HEALTH BENEFITS OFF SEASON INFORMATION. . . . Employees enrolled in the Federal health benefits program may obtain claim forms and identification cards only from the plan in which they are enrolled. These and similar items may be requested by calling or writing to the health plan (all plans in the Washington Metropolitan Area are listed in the "Yellow Pages" of the telephone book). Claim forms and I.D.'s are not supplied by your manpower office.

UNCLE SAM WANTS YOUR TAX RETURN. . . . Wondering about deductions? Uncertain about tax preparers? Looking for help to do your return? Get some helpful answers to these and other questions in VIDICOM #16, "It's Tax Time," showing today, Wednesday and Friday, Feb. 20, 21 and 23 in the FAA third floor auditorium, every hour on the hour from 9 a.m. to 4 p.m. Vincent Price, Tony Randall and other show biz stars help get the message across. See it!

LAST CHANCE FOR DRUG AWARENESS. . . . The Employee Drug Awareness program will be shown for the last time in the FAA third floor auditorium Monday, Tuesday and Wednesday, Feb. 26, 27 and 28 at 9 and 11 a.m. and at 1 and 3 p.m. This one hour videotape program is required viewing for all non-supervisory people (N 3000.24), so if you haven't seen one of the previous showings, see it this time and report your attendance to your supervisor.

THE BLACK EXPERIENCE. . . . "The Living World" is a stimulating and provocative film made in Los Angeles last year, bringing into sharp focus a vivid picture of Black culture in the Black community. A benefit show for the Tri-College Scholarship Fund for students at Federal City College, Washington Technical Institute and Shaw Univ., Raleigh, N.C. will be presented this Thursday, Feb. 22 at the RKO Keith Theater, 619 15th St., N.W. at 8:30 p.m. For ticket information, call Ray Jackson, Office of Civil Rights, x63785.

FALSE ALARM. . . . Many FOB-10A employees were sent scurrying down stairwells last Wednesday as a false attack alert was sounded. The sounding of the attack alert horns was later explained as a regular test of the system conducted by Civil Defense authorities. The test, usually silent, was inadvertently allowed to sound throughout the building causing the misunderstanding.

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

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A MAJOR BREAKTHROUGH

Intensive negotiations between personnel management specialist Bradford R. Stanerson and the Veterans Administration last year resulted in a major breakthrough in Veterans benefits for FAA trainees and netted Stanerson a Special Achievement Award last Friday. Worth an estimated \$250,000 a year, the benefits go to GS-4 and -5 electronic technician and air traffic trainees. Stanerson, who had been with FAA's Office of Personnel and now works for DOT, was presented the award on behalf of FAA by Director of Personnel George Reeves.

PRESIDENT MARKS 90TH

Observing the recent 90th anniversary of the Civil Service Act, President Nixon said, "As we reach this milestone...a demanding challenge now faces us: to renew and revitalize our entire system of government. We must return a share of our power in Washington to our States and communities, and with a leaner Federal work force, make our national programs much more effective."

SECOND MILESTONE IN A MONTH

ARTS III PRODUCTION COMPLETED

Production was completed last week on all 64 of the new computerized automated radar terminal systems (ARTS III) ordered by the agency from the UNIVAC Division of Sperry Rand Corp. To date, 47 ARTS III systems have been commissioned at the nation's busy airports and three others are in use at FAA training and experimental facilities. The remaining 14 will be commissioned by the end of the year with 10 of these in operation by July 1. The last system to roll off the assembly line is scheduled to be installed at San Francisco International Airport later this year when construction of a new terminal radar control room is completed. The closeout of ARTS III production is the second important milestone within a month in the agency's air traffic control automation program. On February 13 FAA completed Phase One automation of its air route traffic control centers when the (Continued on Page 3)

FAA-PATCO TALKS RECESSED

Labor contract negotiations between FAA and the Professional Air Traffic Controllers Organization for a national labor agreement were recessed last week after about one-third of the issues had been resolved. Representatives of both FAA and PATCO have agreed to resume the meetings early next month to resolve the remaining issues. PATCO has proposed that the parties resume negotiations no earlier than March 5 and no later than March 19. Negotiations have been in progress since Feb. 5 of this year. Full details of the agreement will be released after the negotiations are concluded.

AVIATION MECHANICS OFF AND RUNNING. . . . Twenty one aviation mechanics and a team of 11 mechanics are in the running for national awards in the Annual Aviation Mechanic Safety Awards Program, sponsored by FAA, the Flight Safety Foundation and the aviation industry. Regional winners in air carrier and general aviation have been selected, and national winners in each category will be chosen March 15 followed by award presentations from the FAA Administrator in Washington on June 26. Aimed at bringing public recognition to the role of mechanics in aviation safety and focusing mechanics' attention on the vital part they play in safety, the awards are based on suggestions for improvement of aircraft or engines, procedures that contribute significantly to safety and for consistent demonstration of a high level of professionalism and excellence on the job.

SHOT IN THE ARM FOR PILOT SCHOOL STANDARDS. . . . Following its recent across the board upgrading of pilot certification and rating standards, the agency has proposed an equally broad revision of requirements for FAA-approved pilot schools. The proposal would give the schools greater responsibility in pilot training and testing and would make school certification dependent on a proven record of training accomplishments rather than solely on the adequacy of training equipment and facilities. Other major points in the proposed changes to Part 141 of the FARs include: minimum numbers of pilots trained by a school in a certain time period, with 8 of the 10 most recent graduates successfully passing tests on the first try; provisional certificates for schools not meeting the standards; authority for eligible schools to recommend graduates for pilot ratings without their passing flight or written tests from FAA inspectors or designated examiners.

LEND ME YOUR \$\$\$. . . . The largest loan guarantee approved by the Federal Government since the Aircraft Loan Guarantee Act became law in September 1957 was made recently when FAA agreed to guarantee 90 percent of a \$27 million loan to Southern Airways for the purchase of 13 DC-19 twin engine jets. The planes were bought from Delta Airlines. For the guarantee Southern will pay the Department of Transportation a fee of one-quarter of one percent on the unpaid balance of the guaranteed portion of the loan. The money will go into the general fund of the Treasury.

ATC CAPADES. . . . The Second Annual ATC International Ice Hockey Tournament takes to the ice in Moncton, Canada March 7-9 amid great expectations and plenty of beer. Here's the line-up of teams: Boston Center, Boston Tower, New York Common IFR Room, Indianapolis Center, Chicago Center, Gander Center, Toronto Center, Montreal Center and Moncton Center. Last March Montreal took the championship. To the teams this year, good luck and good skating!

A CLOSED FRATERNITY? . . . Here's another in INTERCOM'S continuing series of Direct Line questions and answers to keep you informed:

Why aren't FAA Depot openings made available to field logistics personnel? In the 10 years I've worked for FAA, I know of only one person who moved from our region to a position in the Depot. It seems like a closed fraternity.

**DIRECT
LINE**



The intent in limiting the areas of consideration for filling job vacancies is to assure adequate competition while avoiding the costs of excessive advertising. The normal area of consideration for Depot vacancies at GS-12 and below is the Depot itself; see paragraphs 6d(2) and 23b, Order 3330.1A, Merit Promotion Program. The Aeronautical Center Director may extend the area of consideration if there are fewer than three highly qualified candidates within the Center; see paragraph 1, Appendix 1, Order 3330.1A. However, in accordance with paragraph 39c of Order 3330.1A, voluntary applications may be submitted by any FAA employee. Those relevant to a particular vacancy (but not identified in block 1 of the SF-171), if received before the issue date of the vacancy announcement, must be considered. Those received later may also be considered. The job titles you are interested in may be shown on SF-171. Your operating personnel office can provide further information.

DULLES AND NATIONAL SHOW GAINS. . . . Both Dulles International and Washington National Airports recorded substantial gains in passenger traffic last year over 1971 totals, with Dulles up 12.1 percent and National up 7.2, according to a report released by the agency. Dulles reached a total of 2,516,805 passengers and National, 11,121,965. The largest gain at Dulles was registered in international airline passengers, up 26.5 percent. Air cargo also increased at the two airports--Dulles showing a 4.2 increase and National up 10.4. Dulles logged a 7.4 increase in operations with 208,972 takeoffs and landings, and National showed a 0.4 rise to 331,429.

LOCK, STOCK AND BARREL. . . . FAA's annual inventory list has been released, showing the agency with 5,184 installations, 64,911 acres of land, 6,985 buildings, 10,145,812 square feet of floor space, structures and facilities worth \$265,911,000 and total assets worth \$594,165,000.

LAST OF THE ARTS BUILT (Continued from Page 1). . . Memphis center linked up with the other 19 centers serving the contiguous U.S. in a nationwide computer network for automatic exchange of flight data. Speaking of the ARTS III program Administrator Shaffer said, "The program has been one of the most successful technical efforts ever undertaken at FAA. The equipment already is in operation at most of our major airports and has yielded significant benefits in terms of our ability to handle increasing air traffic demands safely, efficiently and in a more expeditious manner. This is truly remarkable when you consider that only four years have elapsed since the initial contract award to UNIVAC in February 1969."

FLYING THE MAILWAYS. . . Did you know that a "direct pouch" (mailbag to you) leaves Washington for each regional headquarters and center each work night? Messenger mail received by the AHQ mailroom by 5:30 p.m. will travel by direct pouch to regional headquarters and centers either overnight or within one workday. These direct pouches offer the easiest, fastest, and safest way to mail. Pouches are sealed in the mailroom and not opened until they arrive at the addressee's mailroom. If you want this super service, you need only to address your regional and center mail by routing symbol. Typical travel time is overnight to NYC, L.A., and Atlantic City; one day enroute to Honolulu and Anchorage.

FEMINIST ART CONTEST. . . D.C. Federally Employed Women (FEW) is interested in receiving your original feminist designs for memo pads, stationery, note cards, Christmas cards, etc. Winning designs of members and non-members are to be printed and sold as fund-raising items. Up to three prizes will be awarded, and in addition, artists whose designs are used will be given, free of charge, a quantity of the finished product. Mail your entries to F. E. W., Box 849, Ben Franklin Station, Washington, D.C. 20044 by June 1, 1973.

AIRPORTS SERVICE HELPS CHILDREN'S HOSPITAL. . . For the ninth consecutive year, the employees of Airports Service donated money to Children's Hospital in lieu of exchanging Christmas cards. Donations totalling \$112.25 were collected and forwarded to the Hospital.

NEW TOASTMASTERS OFFICERS. . . Newly elected officers of FAA Speechmasters chapter 2996 for the current six-month period are: President, John Settle, EPA; Administrative VP, Bob Winters, AFS-740; Educational VP, Floyd Sherwood, AAS-550; Secretary, Donald Johnson, ARD-650; Treasurer, Steve Kamen, AAT-375; and Sergeant-at-Arms, Leonard Bosin, ARD-221. The club meets Tuesday at 12 noon in Room 5AB. Visitors are welcome!

GETTING A LIFT THROUGH AVIATION. . . How to get low-achieving students out of the doldrums? What turns on low-flying pupils? Aviation does, and it's been proven in classrooms in several parts of the country. VIDICOM #17, a 26 minute video tape show, explores FAA's Learning Through Aviation program and can be seen next week, Tuesday, Wednesday and Friday, March 6, 7 and 9 every hour on the hour, first show, 10 a.m., last, 3 p.m. in the third floor FAA auditorium. Also showing March 12, 14, 16 and 19, same times.

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DEPUTY SPOTS FOR FLENER AND VITALE

Announced last week were the appointments of William M. Flener as Deputy Associate Administrator for Operations and William V. Vitale as Deputy Director of the Airports Service. Flener comes to his post after serving as Air Traffic Service Director for the past five years. A veteran of 30 years with the agency, he began his career as a controller at various towers and centers in the Northwest U.S. Before being named to the top Air Traffic job, Flener had served as Deputy Director of Airports Service and Deputy Director of the Southern Region. Vitale came to FAA as Assistant to the Executive Secretary, Office of the Administrator, in July 1965 from NASA and the Atomic Energy Commission. In April 1967 he took over as Executive Secretary and served in that capacity until his appointment to Airports Service. He began his Federal career in the Air Force where he served as Aide to the first five Secretaries of Defense.

MINORITY FIRM GETS CONTRACT

CENTER RENEWAL NEARS FINISH

Under the last FAA contract for expansion and modernization of the 20 enroute centers in the 48 states, Black-owned Nash Construction Co. will refurbish the Minneapolis ARTCC in a joint venture with non-minority-owned George Madsen Construction Co. In signing ceremonies in Minneapolis last week, Administrator Shaffer said, "The contract we are awarding today, I am delighted to report, is the sixth of similar contracts awarded to wholly minority-owned firms or minority joint-ventures. All together they total 16 million dollars." Valued at \$2,952,500, the Minneapolis contract was awarded through the Small Business Administration. Construction projects to improve facilities and provide a better working environment at the center will include upgrading of air conditioning and other utility systems, expansion of cafeteria facilities and refurbishing of control room and administrative areas. The first phase of modernization and expansion at the 20 centers involved construction of automation wings to house IBM computers and other equipment of the enroute air traffic control system.

BUTTERFIELD GOES BEFORE SENATE

Confirmation hearings on Alexander Butterfield's nomination as FAA Administrator began last Thursday before the Senate Commerce Committee. The White House had renominated Butterfield to become Administrator following Butterfield's resignation of his Air Force commission. The Commerce Committee is expected to conclude its hearings and send its recommendation to the full Senate this week.

KROGH STRONG ON LOCAL LAW. . . Undersecretary of Transportation Egil Krogh, Jr. voiced strong opposition last week to a bill calling for a Federal security force at the nation's airports as part of the anti-hijack program. Instead of a Federal force, the Nixon Administration prefers that security remain a local responsibility and that security costs be borne by passengers. Testifying before the House subcommittee on transportation and aeronautics, Krogh said, "We see no rationale for distinguishing the airport from the bus depot or the train station in the provision of police protection." The Senate has already passed a bill providing for Federal officers at airports, but the principal bill the House is considering does not call for a Federal security force.

FINFO STAFFING INSTRUCTIONS DISTRIBUTED. . . In anticipation of the ----- commissioning of the new Flight Inspection National Field Office in Oklahoma City on July 8 of this year, the Office of Personnel is distributing to the regions for comment a plan for the staffing of the new facility and for the gradual transition of personnel from the old field office facilities to the new facility over the next two years. When the plan is approved, all affected employees will be briefed.

AIR AMBULANCE SURVEY. . . Beginning in April, General Aviation District Office inspectors will collect information over a one year period on air taxi operators engaged in air ambulance flights. The inspectors will gather the data during their regular annual inspections of the air taxis and will cover all 3,234 operators within a year. The survey is designed to find out what kind of equipment, medical guidance, aircraft and other items are used in air ambulance services and how many services there are. The results will be analyzed to see if there is a need for a sub-class of certification of air taxis which operate air ambulances. The survey will be carried out in accordance with the recently approved FAA Order 8430.13.

AVIATION MECHANICS COAST INTO GUARD. . . Graduates of FAA-approved aviation maintenance technician schools can now qualify for a Third Class Petty Officer's Rating in the U.S. Coast Guard. Applicants would also have to meet Coast Guard physical standards for flight duty and volunteer for such duty, which involves flying in all types of Coast Guard aircraft. Combined efforts of the FAA and Coast Guard resulted in this special program which is aimed at meeting the Guard's personnel requirements by drawing upon a pool of readily available trained people. The Third Class Rating will be awarded upon satisfactory completion of Coast Guard recruit training to graduates of FAA-approved schools who hold an FAA mechanics certificate with either airframe or powerplant ratings or both.

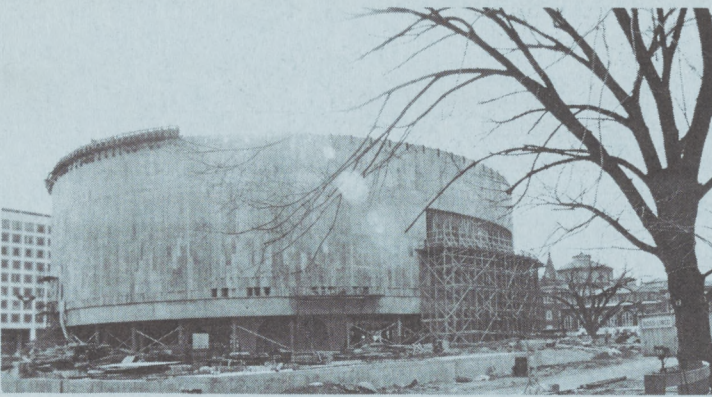
FAA's NUMBER ONE PILOT HONORED. . . . FAA Administrator John H. Shaffer will be honored at a testimonial reception dinner party on Friday, March 16 in the Cotillion Room of the Sheraton Park Hotel in Washington. The reception will start at 6:30 p.m. and dinner will be served at 8. Tickets for the affair, which will feature special entertainment, are \$10 each and may be purchased before 1 p.m., Thursday, March 15 from Pat Johnston or Norma Jean Vanagas, FAA AHQ-1, 800 Independence Ave. S.W., Washington, D.C. 20591, phone (202) 426-8002. Tickets include dinner, tax, tip and gift. Table reservations may be made for groups up to ten; all other seating will be open.

FAA WORLD COMES IN ON THE WINDS OF MARCH with a story on "ATC== and How It Used To Be," with rare photos from the beginnings of our business. "One Man's Trash is Another Man's Treasure" is certainly true of Don Schroeder's hobby--read about his collection of beer cans. Commissioning one a week, we're getting "Towers By the Score." That's the story of our pre-fab tower program for lower activity airports. And don't miss WORLD's people-to-people features: *Faces and Places, Direct Line, Like It Is, Mobility Gulch and Faables.*

FLASH. . . . The IRS is preparing a fact sheet which should help to clarify the controversy about Federal employees paying taxes on monies withheld for retirement. A digest of this advisory will appear in next week's INTERCOM.

DIRECT RESPONSE FOR DIRECT LINE. . . . In order to make the increasing-ly popular FAA WORLD Direct Line column an even more convenient avenue of two-way communication within the agency, the Employee Communications Staff has come up with some new ground rules. The correspondent who elects to include his or her name and address when sending in a question will receive a card acknowledging receipt of the query. This will be sent the day the question is received. In addition, a personal letter answering the question will be sent as soon as an answer is available. In this way, FAAers writing to Direct Line will not have to wait until the question and response is published in order to get an answer. Besides being published in FAA WORLD, the Direct Line supplement or shown on VIDICOM, selected Direct Line questions will be published in INTERCOM on a once a month basis from now on.

ICAO SEEKING APPLICANTS. . . . The following assignment is now available with the International Civil Aviation Organization. MONTREAL; 2 years--PC-32/73 Planning Officer, Planning and Evaluation Office, Technical Assistance Bureau, P=5 (GS-14/15). Applications due in AIA-29 by March 15, 1973. Additional information about duties, qualifications, salary and benefits, as well as applications, is available at your manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.



The Hirshhorn Museum with tree.

LIFTING LOW-FLYERS. . . . "Learning Through Aviation" comes to the third floor auditorium tomorrow with a look at FAA's program to turn on under-achieving high school students. VIDICOM #17 features portions of an episode of TV's "Room 222," which recently aired a show on a high school learning through aviation program. Also shown are film clips from an actual project in a high school in New York City. Charles Dobson and Oliver Laine, Ph.D., from FAA's Office of General Aviation discuss the Learning Through Aviation Program and VIDICOM #17 wraps up with Direct Line questions and answers. This stimulating VIDICOM is being shown this week on Tuesday, Wednesday and Friday, March 6, 7 and 9 every hour on the hour, first show at 10 a.m. last show, 3 p.m. Also to be shown March 12, 15, 16 and 19, same times. The showing announced in last week's INTERCOM for March 14 has been changed to the 15th

HALF-HOUR MORE SECURE. . . . Effective Monday, March 12, 1973, security hours in the FAA Headquarters building (FOB-10A) will start at 5:30 P.M. and go off at 7:30 A.M. (Previous hours were from 5:30 P.M. to 8:00 A.M.). Security hours on Saturday, Sunday and Holidays will remain effective on a 24 hour basis.

SPEAKING OF THE BLOOD BANK. . . . There are only five months to go in the fiscal year and we need another 250 pints of blood to meet our quota of 500 pints to assure coverage for FAAers and their families in Headquarters. During the past seven months of this fiscal year, 19 FAAers and families have received full coverage for blood. The blood was available only because we met our quota last year. Let us not wait for the last week to rush for our goal. Instead, give regularly and keep alive this special "insurance" for ourselves and our families.

AWARDS AND REWARDS. . . . The Office of Management Systems presented a Quality Within-Grade Pay Increase to Charles A. Fuchs and Special Achievement Awards to Robert St. Clair and Cathy L. Sutton. The Systems Research and Development Service granted Quality Within-Grade Pay Increases to Gloria H. Davis and Robert F. Decker, and a Special Achievement Award to Joseph K. Power.

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; Production Assistant, Hope Ouzts...AMN-30, Room 625, x63905.



HEADQUARTERS

intercom

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

73-11 12 March 1973

"HOORAY FOR FAA"

Jerome Wexler, businessman, attended a safety clinic conducted last month by accident prevention specialist Richard Krengel of the Santa Monica General Aviation District Office and he came away with many kind words for FAAers. In a letter to William Glenn, then chief of the GADO, Wexler wrote, "Before I came I felt it would be just too much to sit through for two days, but it was anything but that. Mr. Richard Krengel did a 'bang up' job...If this is the norm, then I certainly intend to come to more meetings and spread the word." He also praised Don Montgomery, operations inspector at the GADO, for "prompt, friendly and sympathetic" action in checking his records at the Aero Center since he had lost his credentials while moving. "What I am really trying to say is, 'Hooray for the FAA'. It's men like these that make one turn a deaf ear to all the old cliches about the inept and indifferent handling one gets from governmental agencies. Again, thank you and your men for making my flying life a joy!!!"

TASK FORCE RECOMMENDATION

AREA NAV CALLED FOR BY 1982

A ten-year program to establish area navigation (RNAV) as the primary method of aircraft navigation in the U.S. has been recommended by a government/industry task force. Based on the use of small airborne computers, RNAV will increase the number of available flight paths, permitting greater flexibility in routing and more efficient use of airspace. The program calls for total overhaul of the airspace structure above 18,000 feet as well as redesign of high and medium density airport areas to accommodate RNAV operations exclusively. The program would be implemented in three phases based on projections of traffic demands, air traffic control automation levels and numbers of RNAV-equipped aircraft. Until 1977 a dual VOR/RNAV navigation system would be used. (VOR is the current method of navigation.) After 1977 the VOR jet routes would be deleted from high altitudes and RNAV would become the standard method of navigation above 18,000 feet.

(Continued on page 2)

POTENTIAL HIJACKER FOILED

An airport security police officer from the first graduating class of local officers trained by FAA for aviation security thwarted a potential hijacking last week in Spokane, Wash. James Worsham, assistant chief of security at the airport, shot and arrested a man armed with a .22 caliber rifle and 69 rounds of ammunition in the airport terminal after the man reportedly shot one man, clubbed another and started yelling for a plane. An FAA spokesman indicated the successful termination of the threat could be attributed partly to FAA's requirements for armed local law officers at airports.

A TAXING QUESTION. . . . The issue of Federal employees paying Federal income taxes on money they contribute to the Civil Service Retirement and Disability Fund is now in the courts. Federal employees can put in a claim for refunds on such taxes paid for tax year 1969 by filing Internal Revenue Service form 843 on or before April 16, 1973 (April 15 is Sunday this year.) Since the court proceedings and probable appeals may take years, filing this form before the deadline will permit Federal employees to collect refunds from tax year 1969 if the issue is finally resolved in favor of employees. Refunds for tax year 1970 must be claimed on a separate form 843 on or before April 15, 1974 and so forth for subsequent tax years. IRS says deductions for contributions to the Retirement Fund should not be claimed on 1972 income tax returns. IRS will not allow such deductions, and any refund which may be granted later will be delayed. According to IRS instructions, Federal employees may write in the words "In excess of one dollar" on item "i," Amount To Be Refunded," on form 843, and IRS would compute the refund; or employees may write in the exact amount if they know it. Under item "k," explanation of the claim, employees may write: "Taxpayer, a Federal employee, is entitled to exclude his contribution to the U.S. Civil Service Retirement and Disability Fund from his income for tax year 19__ . I believe the IRS position taken in Revenue Ruling 72-250, I.R.B. 1972-21, page 6, is in error." More information is available at IRS offices.

ENGINEERING AND DEVELOPMENT GETS IT TOGETHER. . . . The reorganization of the offices of the Associate Administrator for Engineering and Development is now final. In a series of changes which began more than a year ago, the National Airspace System Program Office (NASPO) was combined with the Systems Research and Development Service; the V/STOL Special Projects Office became the Quiet Short Haul Air Transportation System Office (QSATS); the Office of Systems Engineering Management established three new divisions; and NAFEC created several new divisions from its former test and evaluation division and added an engineering management staff. In another action the Supersonic Transport Office was moved from DOT to FAA. Here are the names of officially approved directors and deputies: SRDS--Director, Spencer S. Hunn; Deputy Director, Alexander B. Winick. QSATS--Director, David J. Sheftel; Deputy Director, Jerold M. Chavkin. SST Office--Director, Frampton E. Ellis. NAFEC--Director, Cecil A. Commander; Deputy Director, Robert L. Faith. OSEM--Director, David R. Israel.

RNAV SYSTEM CALLED FOR BY 1982 (Continued from page 1). . . By 1982 automation would be assumed to include conflict prediction and resolution. RNAV would then be used exclusively at all high and medium density terminals in addition to the high altitude route structure. By 1982 the designated RNAV route structure would be changed to a point-to-point RNAV route system to permit flying directly from one city to another. A limited VOR route structure would be retained at low altitudes. The RNAV task force was an outgrowth of an FAA-sponsored RNAV symposium in Jan. 1972. The report is available to the public and comments are invited.

HIJACKERS DISCOURAGED, SAYS SHAFFER. . . . "After 17 consecutive failures to hijack an airplane for ransom in the Jan.- July period (last year), people who had considered this a good way to pick up a little easy money began to change their thinking," stated Administrator Shaffer in a speech in California last week. He noted that there had not been a single hijacking attempt since the airlines began screening all passengers and searching all carry-on baggage on Jan. 5, in accordance with FAA regulations. Security was further strengthened, he added, when local law officers began overseeing boarding of all airline flights on Feb. 16, as called for by FAA rules. "The Nixon Administration," he went on, "also is making excellent progress in eliminating safe havens for hijackers. The recent agreement with Cuba calling for return and punishment of hijackers represented a giant step toward this goal. And now Algeria is showing interest in a similar agreement."



COURT ORDERS HEARING ON SECURITY RULE. . . . Public hearings ordered by the U.S. Court of Appeals on FAA's local law officer rule for airports are scheduled for Tuesday and Wednesday, March 13 and 14 at Headquarters. If air carrier airports make a conscientious effort to station law officers at aircraft boarding gates but are unable to do so, FAA may not impose \$1,000-per-flight fines on the airports until after the hearings, according to the court order.

FAA/PATCO TALKS TO RESUME. . . . FAA and the Professional Air Traffic Controllers Organization (PATCO) agreed to resume negotiations for a national labor agreement Monday, March 12. Full details will be made available as soon as an agreement is reached. Negotiations between the two parties began on February 5 and were recessed on February 16.

NATIONAL SECURITY INFO. . . . New rules for the protection of national security information are set forth in recently approved FAA Order 1600.2A. Among the changes: restricting FAA from originally classifying information higher than SECRET; drastic reduction of the number of officials with authority to originally classify information; revision of requirements for declassification and downgrading of classified information; mandatory reporting of classification abuses and security violations to the Interagency Classification Review Committee of the National Security Council; and requirements for prompt and stringent action against anyone determined to be responsible for unauthorized release or disclosure of national security information. All employees should become familiar with the new Order, which implements DOT Order 1640.4.

VETERANS BENEFITS CANCELLED FOR TRAINEES. . . . The Veterans Administration withdrew approval on March 6 of Veterans benefits for on-the-job training courses offered by FAA for air traffic control and electronic technician trainees, GS=4 and =5. VA headquarters in Washington advised its regional offices that approval is withdrawn for the agency's OJT courses leading to objectives as air traffic control specialist (developmental), GS=7, and electronics technician, GS=7, and told the regional offices not to process further FAA enrollments for Veterans benefits. Veterans currently enrolled may be paid allowances through the end of March 1973.

AIR TRAFFIC CONTROLLER TEST. . . . Headquarters employees who expressed the desire to take the air traffic controller test are reminded that the test pre-orientation will be held on March 13, 1 p.m.-4 p.m. and March 15, 9 a.m.=12 noon. The test will be given on March 16, 9 a.m.=1 p.m. Contact Abraham L. Coney, EEO Program Manager, AHQ=106, x63370, for more details.

A NEW WAY TO TURN ON. . . . To see how aviation can spark new interest in the under-achiever and what FAA is doing to help high school education, see "Learning Through Aviation" in the third floor auditorium. This new dimension in education is shown at work in an actual project underway at a New York City high school and in a segment of TV's "Room 222." FAA's own learning through aviation program is discussed by Charles Dobson and Oliver Lane, Ph.D., from the Office of General Aviation. This enlightening VIDICOM can be seen this week on Monday, Thursday and Friday, March 12, 15, and 16, and on Monday, March 19, every hour on the hour from 10 a.m. to 3 p.m.

RAISE YOUR CONSCIOUSNESS LEVEL. . . . Are you really aware of what's happening in the area of women's rights? Still a few doubts in your mind? Well, now you have a chance to see and understand what it's all about. The Federally Employed Women's (FEW) organization is sponsoring a film festival on the subject of women's rights to clear your confused mind. These stimulating films will be shown at the Martin Luther King Library, 901 G Street, N.W. this Saturday, March 17 from 10 a.m. to 4 p.m. Among the films to be shown are: "This Ad Insults Women," "Growing Up Female," "Women on the March," and "What's the Matter with Alice." So come out and see what promises to be a real eye-opening program.

URGENT NEED FOR BLOOD FOR FAA ALUMNA. . . . Lucy Ruble, a retired FAA employee is in critical condition at Arlington Hospital and being given blood transfusions. An appeal for blood donations is being made to FAA employees to donate blood to the Red Cross so the Ruble family can avoid the great expense for blood. The Red Cross stops at the FAA building every Thursday to pick up donors. Please go and give blood and tell the Red Cross it's for Lucy Ruble in Arlington Hospital.

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HEADQUARTERS intercom

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

73-12 19 March 1973

CHEERS FOR SPOKANE

Secretary Brinegar, in a telegram, commended Spokane International Airport for the performance of its local law enforcement officers in handling a potential hijacking on March 7.

James D. Worsham, Assistant Security Chief at the airport was singled out for his action.

"His prompt and effective response to a call for help should inspire public confidence in the security program now provided for all air travelers."

MIDWAY REUNION

The 2nd annual reunion of ex-CAA and FAA employees who labored at the Chicago Midway facility complex will be held May 17 at the Millionaires Club, in Chicago, 5 p.m. to 1 a.m., \$12.00 per person for unlimited drinks and prime rib dinner.

Reservations and more information are available from Dan Comerford, Chief, Meigs Tower, 14th & Lake Front, Chicago, Ill.

60605; phone (312) 939-2303.

FIFTH FAA ADMINISTRATOR

BUTTERFIELD TAKES OFFICE



Alexander P. Butterfield, a former Air Force command pilot and White House Deputy Assistant to the President, was sworn in March 14 as the 5th FAA Administrator. He succeeds John H. Shaffer, who is returning to private life after four years as FAA chief. Butterfield was sworn in after the full Senate confirmed him in a voice vote March 12, following the Senate Commerce Commit-

tee's unanimous vote of approval on March 9. As an Air Force pilot, Butterfield logged some 7,800 hours in a wide variety of aircraft before retiring with the rank of Colonel in 1969 to join the White House staff. He had served as an academic instructor at the Air Force Academy and as senior aid to the Commander in Chief, Pacific Forces. He also served as policy planner and special assistant at the Pentagon. A special opening segment of VIDICOM #18 will introduce the new Administrator.

PROGRESS ON MICROWAVE LANDING

Four companies have been selected by FAA to continue development of a common civil-military microwave landing system (MLS). Contracts totaling \$15,426,690 were awarded to: International Telephone and Telegraph Corp., Gilfillan Division, Van Nuys, Calif., \$4,765,760; Hazeltine Corp., Greenlawn, N.Y., \$4,401,000; Bendix Corp., Baltimore, Md., \$3,196,090; Texas Instruments, Inc., Austin, (Continued on Page 2)

PROGRESS ON MLS (Continued from Page 1). . . Texas, \$3,063,840. MLS can provide a variety of flight paths to satisfy the needs of tactical military operations as well as the civilian need for Category III (zero ceiling and visibility) landing capability and low cost ground facilities for low density airports. MLS will be less subject than conventional instrument landing systems (ILS) to siting and environmental interference problems and should provide for more flexible air traffic procedures for noise abatement and increased airport capacity. A two-day symposium on the progress of MLS will be sponsored by the agency on April 4 and 5 at Washington Headquarters.

UP, UP AND AWAY. . . "Really spectacular" is how GADO Operations Inspector, G.C. Johnson described the mass ascension of 123 manned hot air balloons during the first World Championship at Albuquerque last month. According to Johnson, FAA's responsibility included checking out all airmen and aircraft as well as monitoring all safety aspects of the more than 900 launchings during the five days of competition. Air traffic representatives also stood by at the fairgrounds to keep Albuquerque approach control plugged into the where and when of the balloon flights. Thirteen of the big, colorful balloons, which stand as much as seven stories high when inflated, were from foreign countries.

GIANT STEPS TOWARD ALPHANUMERICS. . . Five enroute centers have now installed their Plan View Display (PVD) radarscopes, the first major step in bringing easy-to-read letter and number symbols spelling out aircraft flight information directly on center controllers' scopes. The Los Angeles, Oakland, Kansas City and Indianapolis centers are currently breaking in the alphanumeric system on their radar displays. In January N.Y. center controllers moved into an all-new wing housing PVD scopes, and alphanumeric testing will begin there in June. Los Angeles center controllers and technicians are aiming at a June target for initial operation of their alphanumeric system. By the end of this month, Washington center will have installed its PVD equipment.

ANOTHER FAA TECHNICAL "FIRST". . . An airborne "black box" which makes graph paper recordings of navigation signals sent from the ground passed recent evaluation tests in the Eastern Region with flying colors. The device, the first and only one of its kind, would allow flight inspection people to check the accuracy of the signals by reading the graph paper instead of relying only on in-flight visual checks of automatic direction finder indicator needle movements. The recording would also help verify sources of signal interference and reflection. The unit, which records signals from non-directional beacon facilities, was built by the Aeronautical Center under an agreement with the Systems Research and Development Service.

ADMINISTRATOR BUTTERFIELD MEETS WITH REGION/CENTER DIRECTORS...

A Region and Center Directors' Conference was held last week at Headquarters and provided an opportunity for Administrator Butterfield to discuss agency programs and policies with top Headquarters and regional officials. The meeting was highlighted by the visit of Secretary of Transportation Claude S. Brinegar and Undersecretary Egil Krogh. The conference considered a broad range of topics including the fiscal 1973 and 1974 resource outlook and overview for the future, personnel policies, and ways to increase the effectiveness of the National Aviation System. Administrator Butterfield expressed his appreciation for the work that was accomplished and emphasized the continued need to give top priority throughout the agency to safety and air transportation security.

MORE FACTS ON FACS. . . . The Civil Service Commission has recently begun implementation of the Federal Automated Career System (FACS) as covered in the Jan. 29 INTERCOM. FACS covers all employees in GS-13 = 14 jobs in administration; finance and accounting; engineering and architecture; business and industry; and mathematics and statistics; and in GS-11 = 14 jobs in personnel. CSC has made initial distribution of FACS resumes to be completed by employees who were serving in the covered series as of May 1972. CSC plans to include employees who came into these series after May 1972. If you didn't receive forms on the initial distribution you may expect to receive them shortly. Further information is available from your friendly local personnel staffing specialist or the CSC.

NEW EXPLOSIVE DETECTORS. . . . Six law enforcement officers and their German shepard dogs were graduated last week from an explosive detection training course jointly sponsored by DOT, USAF, and the Dept. of Justice at Lackland AFB, San Antonio, Texas. After basic obedience training, the dogs learned to search for explosive odors in different environments, ignoring distractions in crowded areas and alerting their handlers when they found explosives. The officers are the first of 40 selected by FAA for the course. Once trained, the officers and dogs will be used to check out bomb threats and for general patrol duty at 20 major airports in the U.S.

ICAO SEEKING APPLICANTS. . . . The following assignment is now available with the International Civil Aviation Organization (ICAO).
MONTREAL = PC-1/73; 3 years: Legal Officer, Legal Bureau, P-4 (GS-13/14). Command of Russian language and working knowledge of at least one of the following languages are essential: English, French, or Spanish. Applications are due in AIA-29 by April 3, 1973. Additional information about duties, qualifications, salary, and applications is available at your manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.

TIRED OF FIGHTING TRAFFIC? . . . If you live in the vicinity of Rts. 50 and 236 in Virginia and want to help alleviate traffic congestion and pollution or just relax while commuting, now there is a way. The community of Mantua, Va. offers a free week of chartered commuter bus service to any new riders along their route or those who wish to drive into Mantua to use it. The morning bus departs Mantua at 7:10 a.m. and arrives at FAA at 8:12. The return trip picks up at FAA at 5:15 and reaches Mantua by 6:00 p.m. Should the free trial convince you to "leave the driving to us," the regular fare is \$1 per trip. For more detailed time and route information contact Andy Pitas on 872-4000 (office), 280-4288 (home), or Bill Deveraux on 60190 (office), 280-1209 (home).

WARNING SIGNS OF HEART ATTACK. . . . Prolonged pressure or squeezing pain in the center of the chest, sometimes spreading to the shoulder, arm, neck or jaw, often accompanied by sweating, nausea, vomiting, and shortness of breath: These are the warning signs of heart attack. If someone in your family has had these symptoms would you know what to do? The Washington Heart Association advises--act immediately! Sometimes these symptoms subside and then return. Don't wait, minutes count. Call your doctor and carefully describe the symptoms. If he is not available, dial your local emergency assistance and rescue number.

AVIATION EDUCATION . . . Today (March 19) is your last chance to see this month's Vidicom on "Learning Through Aviation" on the new way aviation education is helping high schools. Interesting! Informative! In the auditorium, every hour on the hour from 10 a.m. to 3 p.m.

AWARDS AND REWARDS. . . . Airports Service presented Quality Within-Grade Pay Increases to John M. Mobley and Julianne Brandenberg. The Office of Training presented Career Service Pins to Bernard Anderson, 30 years, and John Slover, 15 years. The Quiet Short-Haul Air Transportation System Office presented Quality Within-Grade Increases to Barbara Blick and Jacqueline Hill. The Office of Air Transportation Security presented Quality Within-Grade Pay Increases, based on outstanding performance, to James M. Yohe, Fred V. Rapp, and Joanna L. Cumbie.

WORK SMARTER, NOT HARDER. . . . If you work with files, mark your calendar for the free, 12-hour Files Improvement Workshop that starts on April 10. Then call the FAA Records Officer on x68735. Ask for a reservation. The workshop starts on Tuesday, April 10 and ends on April 13. It involves four afternoon sessions from 1:00 to 4:00 p.m. in Building FOB-10A. Save time, money, and frustration. Have more effective files. Call AMS-140, x68735 today.

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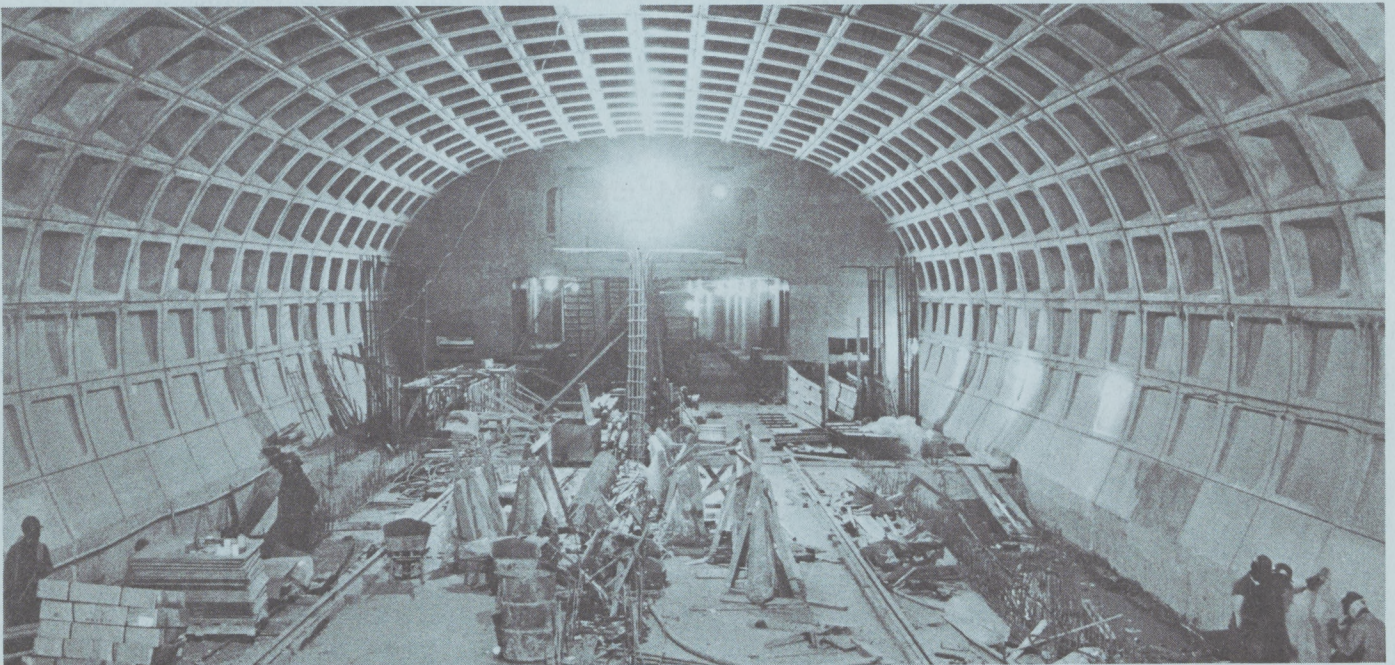
SPECIAL intercom

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

19 March 1973

SUBWAYS ARE FOR DIGGING

Eighty feet above our heads the roof is laced with telephone wires, electrical cables, sewer lines and water mains--all the things that would normally be buried in the ground. We walk along a



wet concrete floor and into the open end of a subway station. It's littered and the platform hasn't been built yet, but you can see what it will look like when the digging is all done. The honeycombed concrete ceiling arches gracefully over our heads. The stairways from one level

*Judiciary Square
Station downtown is
nearing completion.*

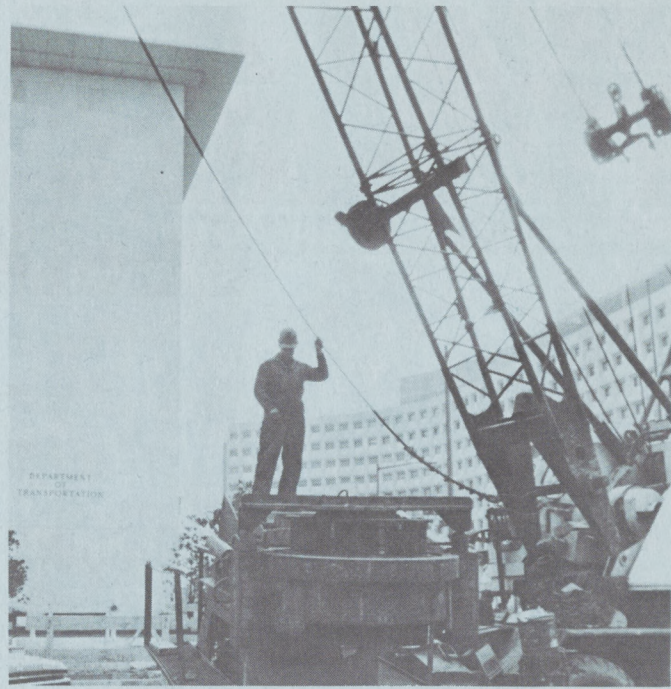
to another have a graceful--almost floating appearance--and we can almost imagine what it will all be like when rapid subway trains come gliding on nearly silent wheels into this station.

That's the way it looks when you're underground in downtown Washington at the bottom of the subway excavation at 12th and G Streets NW.

But in our neck of the woods work on the L'Enfant Plaza cross-over subway station at 7th and D Streets SW is just getting started.

HERE'S WHAT'S GOING ON

Where last summer FAAers played badminton and lolled in the sunshine during lunch time--in that verge between the Headquarters building and the railroad--drainage lines, telephone conduits and various other underground pipes and wires are being



Crane, apparatus and man drill holes in the ground for "soldiers."



Giant bit cuts into hard earth under the mud.

relocated and the once grassy plot is being used as the contractor's parking and storage and office area. This is a semi-permanent arrangement. It'll be about three years before the "strip" is converted back to a park. (They say that when it is reconverted to a recreation area, it will come complete with a wading (?) pool. We'll see.)

Along D Street on both the north and south sides, things are moving along. Workmen are getting ready to open up a trench 920 feet along and 75 feet deep and about the width of the street. Right now they are drilling huge holes and driving great steel "I" beams deep into the ground--almost 90 feet--to hold back the dirt while the trench for the station is being dug. The beams, called "soldiers," will be lined up (at attention) in rows on each side of the trench, and boards will be wedged between them.

Soon the great drills will start boring holes in the earth for the "soldiers" along each side of 7th Street. At the same time the job of under-pinning the buildings along both streets continues. First holes are dug

down to the bottom of the foundation. These holes are carefully excavated. The job is too delicate for big earthmoving equipment, and often men remove the dirt pailful by pailful. At the bottom of the holes a small area under the foundation will be hollowed out and piles sunk deep into the earth so that the building will be supported by subterranean stilts. In this way it will not sink when the ditch for the station is dug nearby. Under-pinnings are being sunk under the GSA, HUD, Nassif and Reporter buildings, but much of this work is being done from inside and is not apparent from the sidewalk.

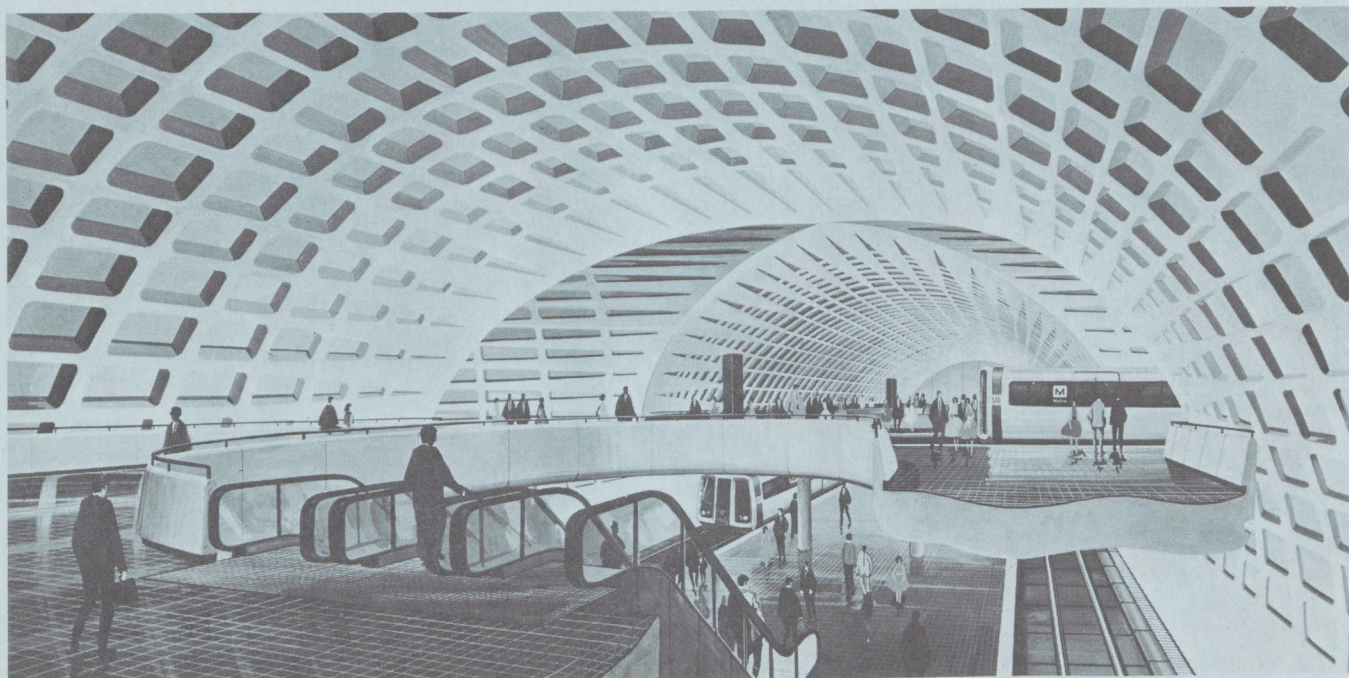
Other work currently being done in the area of the station includes relocating telephone and electrical wires, water mains and drainage and sewer pipes.

AND WHAT CAN WE EXPECT?

When the "soldiers" are all in place, their "shoulders" will support built-up beams 40 to 57 inches deep which will be laid across the street. On the top of the beams will rest the great oaken beams with which the street will be planked. And after all this is done, the work will go underground and the digging will begin in earnest.

But all this street planking can't be done without some inconvenience for those working in the area. Early this summer we can expect D Street, between 6th and 7th Streets to be closed for about three weeks. But all will not be lost; the drive over the sidewalk on the south side of D Street will remain open for Nassif building traffic. This one lane will be reversible--that is, incoming in the morning and outgoing in the afternoon. When D is reopened, two lanes will be planked over, but the street still will not be open for through traffic. It will be for access to Nassif only.

A crossover station in the Metro will feature airy design and good ventilation.



The intersection of 7th and D will be covered over during a weekend while D Street west of 7th will be decked over at night. Three lanes of traffic on D Street and four lanes on 7th Street will be maintained during the day.

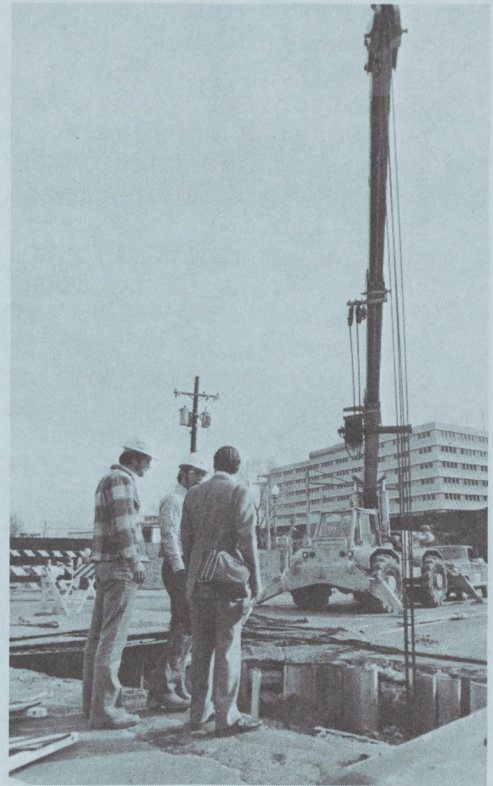
All this should happen sometime this summer as should the beginning of the excavation, but there is one other little detail that the builders must deal with before they can complete the preliminary excavation phase. A new railroad bridge must be built before the digging in that area can begin. This is a ticklish task since rail traffic must not be disrupted while the new bridge is abuilding.

First a temporary bridge will be fabricated, and section by section this will be rolled into place. Then the temporary bridge will be removed section by section as the new bridge--spanning the full six lane underpass--is built. During this mammoth pick-up-sticks operation at least three of the four railroad tracks must be kept open.

In the vicinity of the L'Enfant Plaza Station, the D Street line, but not the station, is being constructed by tunneling and therefore will not disrupt surface transportation.

WHAT'LL WE HAVE WHEN WE'RE DONE?

Eventually we will have an up-to-date subway system that will be able to



Just outside the FAA building workmen punch holes in the street to move utility lines out of the way of the 7th street line.



Cement is poured around the soldiers after they're dropped into the holes.

whisk us out to Rosslyn in eight minutes, to Silver Spring in 19 minutes or to RFK Stadium in six minutes from L'Enfant Plaza Station. We'll ride in air conditioned cars to and from air conditioned stations.

The crossover station at L'Enfant will have exits and entrances in the north side of the Nassif Building, on D between HUD and L'Enfant Plaza and between C Street and Maryland Ave. on 7th Street (across 7th from FOB-10A). All access ways will have both elevators and escalators and, of course, stairs.

Although it will be some time before the 7th Street line opens (or construction even begins), service along the D Street platform is scheduled to start in May of 1976. Trains will run east to the Stadium and west to Farragut Square, Foggy Bottom, across the river to Rosslyn and on to Washington National Airport.

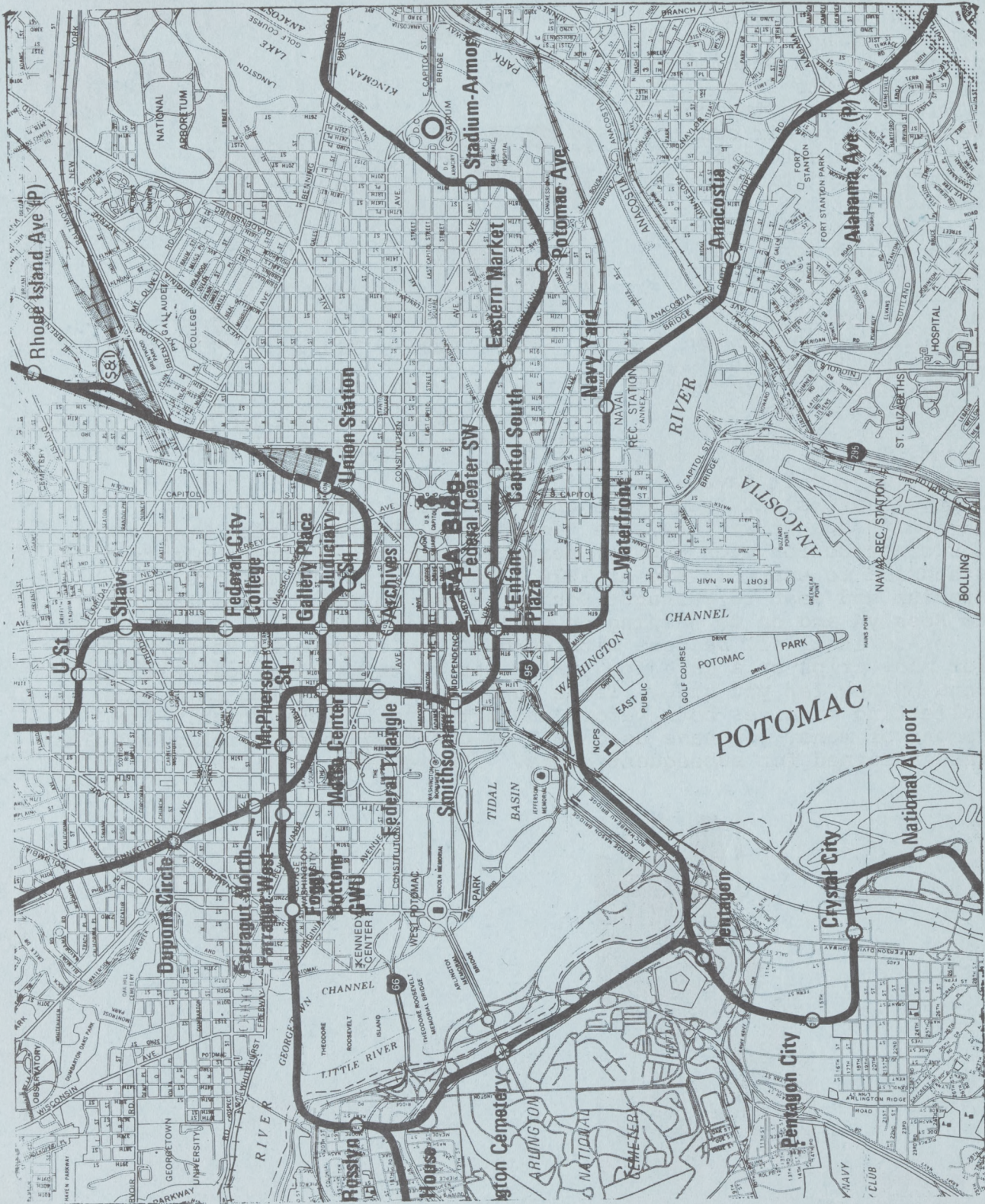
And it'll all be done with cards. You'll be able to buy a card for many trips or a card for just a single trip. The cost will depend on how far you ride. These cards will be inserted into fare collecting machines both before and after your subway ride. The amount of money you have used will be computed automatically and the card returned for subsequent rides. The waiting is all!



Metro worker stands before smaller bit used to drill holes for under-pinning pipes that will support HUD Building.



Tons of steel are needed to shore up the street while digging goes on.



Produced by the Employee Communications Staff...Director, Leo I. Beinhorn; Written by Theodore N. Maher; Photos and Design by Don Braun; Production Assistant, Hope Ouzts...AMN=30, Room 625, x63905.

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HEADQUARTERS intercom

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

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LONNIE SCORES

Lonnie Gordon, shift supervisor in the Headquarters Telecommunications Center has been named for inclusion in the 1972-73 edition of "Who's Who Among Students in American Junior Colleges." He received the honor based on his academic standing at the Washington Technical Institute, leadership in extracurricular activities and future potential. An FAA employee for 13 years, he was recently selected to become Assistant Chief of the Com Center.

AIRCRAFT CHIEF

Appointed chief of the European Region Aircraft Certification Staff is Mark E. Baldwin, who succeeds retiring Walter R. Haldeman. Previously a Certification Staff member, Baldwin went to the EU Region from the Flight Standards Division of the Central Region. He joined FAA in 1958. Haldeman is retiring after 31 years of "the most interesting and rewarding work."

INTERVIEWS WITH 600 EMPLOYEES

AIRWAY FACILITIES CAREERS STUDIED

Some 600 airway facilities employees in field facilities and supervisory and managerial positions will be interviewed in the near future to study the AF career progression system. The objectives of the in-depth study are to: (1) assess FAA's present AF career systems, (2) define career ladder needs of the service and employees and (3) develop formal programs of planned, orderly progression within airway facilities. A briefing for major unions representing airway facilities employees regarding the details of this project was held in Washington on March 7. A joint team of one person each from manpower and airway facilities organizations in the Great Lakes, Southwest and Western Regions and in NAFEC and the Aeronautical Center will conduct the interviews. Further, interviews at the Washington Headquarters and in Eastern Region facilities in the Baltimore/Washington metropolitan area will be carried out by a combined Headquarters team. Electronic maintenance technicians, electronic installation technicians, engineering technicians, general facilities and equipment technicians and electronic engineers at all grade levels will be interviewed to learn the causes and extent of any dissatisfaction with career progression and to get recommendations for change. After the interviews have been conducted and an analysis of the data completed, which will include input from Region/Center Directors and airway facilities management, a three-day work group session is planned for early fall. Under the direction of the Office of Personnel and the Airway Facilities Service, the group will be charged with the responsibility of formulating improved career systems for consideration by agency management and employee organizations. INTERCOM will provide periodic status reports of this study.

AIRPORT PLAN IN WASHINGTON AREA. . . . FAA is financing two-thirds of the cost for the preparation of an Airport System Plan for the Washington metropolitan area. The plan will include both air carrier and general aviation aircraft using all types of airports in the Washington area. The study by the Metropolitan Washington Council of Governments (COG) will take about 24 months and cost \$249,000, of which \$166,000 is covered by the FAA grant offer. Special emphasis will be given to resolving mutual problems in air transportation, which are shared by the Washington and Baltimore areas. Overall policy guidance will be provided by COG's Land Use Committee, and a new Aviation Advisory Committee will be formed to assist in the plan. The FAA grant offer was made under the agency's Planning Grant Program.

HOW TO GET OUT--WHEREVER YOU ARE. . . . What should you do if you're in a building on fire? If you're in an office building or apartment, don't go into the corridor without first feeling the door. If it's hot, keep it closed, stay inside and open a window an inch or two for ventilation and hang a sheet or garment outside to show firemen someone is inside. If you can get to the corridor safely, do not use the elevator. Power might fail and you could be trapped. Instead, go to the nearest marked exit and use the stairwell, which should be protected from fire. At home nighttime fires are the big killers. Sleep with the door closed. If you sense a fire, feel the door first. If it's cool leave cautiously and arouse the family. If the fire is serious, don't waste time calling the fire department while you're still inside. Do it after you get out. If trapped in your room, try to get out through the window. It's a good idea to keep flexible ladders--like rope ladders--in upstairs bedrooms. Send for a free guide, "How to Escape--Wherever You Are," from the National Fire Protection Association, 60 Batterymarch St., Boston, Mass. 02110.

QUICK SERVICE FROM ABOVE. . . . The Ukiah, Calif. Flight Service Station was commissioned Nov. 6, 1972. On Feb. 14, Valentine's Day, and also FSS Chief Ray Nofi's birthday, it was dedicated in an outdoor ceremony. The Reverend E.W.J. Schmitt intoned his invocation by asking "the God of land, sea and sky" to bless the new FAA building and help the flight service specialists "translate Your weather into meaningful terms we can understand." Then it began to rain.

THE BETTER TO SEE. . . . Dramatically photographed in Alaska, the FAA film "Eagle Eyed Pilot" just won the Annual National Outdoor-Travel Film Festival 'How-To-Do-It' award, which is a bronze bust of Theodore Roosevelt. Scenes of the American Bald Eagle, acclaimed for its keen eyesight and superior flying ability, and small aircraft in flight stress that flight safety and good pilot vision go hand in hand. Physiology of pilot vision, limitations of the eye in flight and factors that can impair vision while airborne are also shown. The film was directed by Jerry Ward of the Headquarters motion picture branch.

WATERY PROSPECTS FOR AIRPORTS. . . How about an airport in the water? Survey papers on offshore airport technology will be presented at the First International Conference on Offshore Airport Planning in Bethesda, Md. near Washington from April 30 to May 2. John H. Shaffer, former FAA Administrator, will deliver the opening address. Officials from 16 cities throughout the world who have or are considering offshore airports will present progress reports: Amsterdam, Boston, Cleveland, Chicago, Copenhagen, Honolulu, London, Los Angeles, Miami, New York, Osaka, San Diego, Sydney, Tel Aviv, Toronto and the Virgin Islands. The conference is jointly sponsored by FAA, the International Water Resources Association and the American Institute of Aeronautics and Astronautics.

DOUBLE YOUR PLEASURE, DOUBLE YOUR \$\$\$? . . Here's another Direct Line question and answer in INTERCOM's continuing series to keep employees clued in:

I had accumulated 32 quarters of yearly employment towards the 40 required for Social Security benefits before I began employment with FAA. Will the FAA deduct Social Security payments from an employee's pay, if requested sometime during his career for the purpose of attaining these extra quarters?

**DIRECT
LINE**



From time to time a bill is introduced in Congress to permit Federal employees currently covered by the Civil Service Retirement Act to pay for Social Security coverage as well as for Civil Service Retirement coverage. At this time it is not possible for an employee covered by the Retirement Act to make contributions for Social Security coverage based on his or her current Federal employment. As noted in the February FAA WORLD "Like It Is" column, a bill has been introduced in the House to give Federal employees the option of full Social Security coverage in addition to their CSC retirement.

CPI ON THE RISE--ANNUITIES TOO? . . The Civil Service Commission announced last week that the Consumer Price Index (CPI) reached 128.6. This is a 3.35 percent increase over the base index of 124.3 for April 1972. If the CPI stays at three percent or more over the base index for three months in a row, it will trigger an automatic annuity increase for Federal employees. According to CSC, the annuity increase would be a minimum of 4.5 percent if the CPI stays over the trigger point for March and April. The CSC pointed out that in the past the CPI have never retreated back to the base index, which means there may be a good chance that the annuity increase will occur.

BUTTERFIELD MAKES THE "SCENE". . . Headquarters people will have the opportunity to be the first to see VIDICOM #18, "The April Scene," which introduces Administrator Butterfield and includes a segment of his swearing-in ceremony, at a sneak preview this week. This exciting VIDICOM also provides an opportunity to see the golden spike driven at Memphis as the last of the enroute centers is plugged into the national automated flight data processing system. In addition, you'll get a look at FAAers cooperating with local pilots to save the lives of crash survivors stranded on a fog shrouded mountain side, a glimpse at future collision avoidance systems and at research in the field of wake turbulence. Of course, you'll also see the regular Direct Line feature. So, for a look at what's happening and what's going to happen around FAA, come to the third floor auditorium. It's on every hour on the hour, 10 a.m. to 3 p.m., Monday, Tuesday and Wednesday, March 26, 27 and 28. If you can't get to the sneak preview, you'll have another chance to make "The April Scene" the second and third weeks of next month.

FEDERAL "AFTER-HOURS" EDUCATION PROGRAM. . . If you are interested in furthering your education, you can take advantage of the upcoming long summer evenings to do just that. The College of General Studies, George Washington University, is offering evening classes at various Federal buildings leading to Bachelor of Science or Master of Science Degrees, or self-improvement courses designed to broaden your career. Tuition is \$63 per semester hour and all courses are three semester hours. Registration for these summer sessions will be held in conference rooms A, B and D, just off the lobby in the Commerce Department Building, 14th Street and Constitution Avenue, N.W., on Thursday, May 10 and Monday, July 9, from 10 a.m. to 3 p.m. Classes begin the week of May 21 continuing through August 29. For further information regarding this program, contact Robert W. Stewart, Jr., at 676-7018.

HIGH FLYING SPORTSMAN. . . FAAers will have an opportunity to see William Shatner of "Star Trek" fame progress from preflight through solo in the "Pitts Special" at the mid-day matinee this week. In this color segment from the American Sportsman series, Shatner performs aerobatic flight, stalls, spins, loops, etc., under the instruction of Jim Holland. For some exciting lunch time entertainment, come to the third floor auditorium. Showtimes, 12 to 12:30 and 12:30 to 1 p.m., Thursday and Friday, March 29 and 30.

AWARDS AND REWARDS. . . The Logistics Service presented Quality-Within Grade Pay Increases to Thomas Burns and Jack F. Spanknebell; and Length of Service Awards to Richard W. Mayback, 35 years; Richard E. Domm, John T. Moffatt and William J. Westerman, 30 years; Anna Mae Bowers, George O'Liddy and Martin Reycroft, 25 years.

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HEADQUARTERS intercom

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

73-14 April 2, 1973

PLANS: A HEAD

Coming to FAA from the Office of Management and Budget, Frederick A. Meister, Jr., 30, has been named Deputy Associate Administrator for Plans as well as Acting Associate Administrator for Plans. Meister was a program and budget examiner with OMB since July 1970 and with its predecessor, the Bureau of the Budget, since 1968. He also helped set up the Illinois Bureau of the Budget and served with the U.S. Information Agency from 1966 to 1968. He holds a Master of Arts in international relations from the University of California.

AWARDS...

An advance copy of FAA's revised Recognition and Awards Handbook, 3450.7A, will be sent to the field in the near future. It reflects changes called for by DOT Order 3450.1, which replaces FAA medals with DOT medals. Local R&A officers have the new DOT guidelines and can help prepare award recommendations.

ALPHANUMERIC TESTING UNDERWAY

CENTERS PUT TOGETHER AUTOMATION

Controllers and technicians at the Los Angeles and Kansas City enroute centers began putting together all the pieces of their alphanumeric systems last month. Alphanumerics spell out aircraft flight information directly on the centers' radarscopes, replacing the old hand method of using "shrimp boats." Los Angeles and Kansas City are the first of the 20 NAS Stage A enroute centers to begin testing all the major parts of the automated alphanumeric system at the same time: the computer, radar displays, alphanumerics, controllers' input devices for updating information, and the computer display channel, which sends information to each control position. Recorded radar signals are being used to simulate actual air traffic control for several hours each day, allowing the centers to get bugs out of the system and employees to become proficient using the equipment. Tests will continue until Los Angeles and Kansas City reach initial operating capability in alphanumerics this June. Their systems are scheduled for commissioning in November. By the end of 1973, nine other centers will reach initial alphanumeric operational status.

CEILING ZERO, FUEL ZERO

Six persons were aboard the light twin when the directional gyro malfunctioned during an instrument landing approach to Washington National Airport. After two missed approaches, the pilot radioed controllers that his fuel was nearly exhausted. He was directed to precision approach radar at nearby Andrews Air Force Base where the ceiling was zero and visibility one quarter mile. Controller Melnee L. Grant at Andrews directed the plane to the final approach, (Continued on page 3)

ENGINEERING SELF-IMPROVEMENT. . . Airway facilities technicians aspiring to engineering status are invited to submit applications for the agency's Cooperative Engineer Development Program. Designed to assist employees to a professional engineering level, the program involves two years of college while working for the agency--part-time with each. FAA pays tuition as well as full salary. Five positions will be open in fiscal year 1974: two in Atlanta, Ga., GS-856/802 (electronic technician=engineering technician), grade range, 9/11/12; two in Fort Worth, Tex., GS-855/850 (electronic engineer=electrical engineer), grade range, 9/11/12; and one in Los Angeles, Calif., GS-856/802, grade range, 9/11. Applications should be sent to AAF-1 and must be received by May 1. If you meet the basic qualifications outlined in Order 3410.10, Appendix 2, paragraph 2, begin preparing an application now in accordance with the instructions in paragraph 3b of Appendix 2. Notice N 3410.17 will officially announce the request for applications.

TALKING SAFETY TO CONGRESS. . . In a series of statements to Congress supporting their budget request, the National Transportation Safety Board, (NTSB) said, among other things:

- FAA implements about 90 percent of NTSB safety recommendations.
- Commercial aviation fatalities in 1972 dropped slightly while general aviation fatalities rose.
- Most flight data recorders are well built.
- Air cargo has presented no specific safety problems, although poor stowage has contributed to at least one accident.
- ARTS III radar equipment is excellent and has been extremely helpful in determining details surrounding several crashes.
- Alcohol consumption figured in 7 percent of fatal accidents in 1972.

WANT TO GET AHEAD?. . . Your local library has many publications which can help you do just that. This year's slogan for National Library Week, April 8-14, is: "Get Ahead--Read." Whether you need to improve performance in your present job or to get some ideas on how to find a better one--the library has information for you. Even if you've finished climbing the ladder and are heading for retirement, don't forget that there are many books which can help broaden your horizons and enrich your leisure if you only take time to get acquainted with what the library has to offer. Celebrate National Library Week next week--read!

HOW TO PLAY THE DATING GAME. . . About face when you write dates! The new standard is: month, day, year for official agency correspondence. For example, don't write 2 April 1973; write April 2, 1973. Notice N 1360.30 requires immediate change in writing dates. Some old date stamps can be converted to the new sequence by shifting the wheels.

BETTER CONTACT WITH A UCR. . . . At least one failure of the Douglas, Ariz. VORTAC was caused by violent sparking between two relay contacts, according to an Unsatisfactory Condition Report (UCR) submitted by technician Edgar O. McKamey. The contacts were also damaged, causing erratic and unreliable operation of a control unit. McKamey found he could suppress the sparks by modifying the equipment, suggesting this in his UCR. Assigned to the problem, the Aeronautical Center discovered sparking in 12 other relays and developed modifications for all the relays involved. Kudos to McKamey for a fine example of an alert technician helping provide better service to man in flight by reducing maintenance and improving equipment. If you see an unsatisfactory condition, try submitting a UCR...it could be the spark that lights the way to corrective action.

POSTAL PROBLEMS AND HOW TO EASE THEM. . . . Creation of the four new FAA regions has led to a lot of misaddressed mail. All employees who changed jobsites or offices during the region reorganization should be sure they tell people they correspond with on official business their new FAA mailing addresses. This includes publications employees have sent to their offices. Furthermore, employees on temporary duty should tell the facility mailroom where they usually work to forward their mail to their temporary duty locations and advise their temporary mailroom as well. The volume of mail at agency mailrooms can also be held down by having personal mail addressed to homes rather than to offices.

WHEN APRIL SHOWERS KEEP YOU INDOORS, relax and enjoy FAA WORLD. Read about FAA pilots--both the pros and the now-and-agains--in "We Practice What We Preach." An agency landmark is recorded as we tell about "Memphis--The Last Spike"--the completion of the flight data processing network, and an era passes with the decommissioning of the "The Last Lighthouse." A new look graces the Central Region Office with "A Mural of Transportation." You'll also find a succinct statement of the rationale and benefits of the 150 Program in "The Light at the End"; a nerve-racking flight assist in "When the Fates Conspire" and a light-hearted Alaskan touch to the serious business of accident prevention. Of course, there's also *Direct Line, Mobility Gulch, Faces and Places, Like It Is and Faables*. Happy reading.

VISIBILITY ZERO, FUEL ZERO (Continued from page 1). . . but at the point where the final controller would normally take over, the pilot advised his fuel was practically exhausted and his number one engine had stopped. Ms. Grant elected to retain control to maintain continuity and conducted a successful ground controlled approach to touchdown. During the month of February, 212 flight assists were reported--95 by flight service stations, 91 by towers and 26 by centers. There were a total of 368 people reported on board the aircraft involved. There were 98 lost pilots, 21 low on fuel, 47 involved in weather and 65 with some type of equipment malfunction. There were 86 pilots assisted by use of radar, 72 with DF, 45 with VOR orientation and 23 by use of geographical references. Reports indicate 19 student pilots involved, 20 gear-up landings averted, 48 night assists and 14 aircraft aided by other aircraft.



BUTTERFIELD OPENS ACCOUNT . . . Administrator Butterfield recently joined 9,666 other members when he opened his account with the Transportation Federal Credit Union. As he examined the facts concerning CU membership with Victor Kowalczyk (left), President, and William Derry (right), Manager, Butterfield expressed the importance of credit union membership which provides Federal Service employees the opportunity to transact financial business within their own organization. The Transportation Federal Credit Union is the largest of 147 credit unions in the District of Columbia League with assets of over \$12.5 million.

WHAT'S NEW ON THE "SCENE?" . . . For a glimpse at some happenings around FAA, see VIDICOM #18, "The April Scene." This informative VIDICOM introduces Administrator Butterfield and includes a segment of his swearing-in ceremony. Included in the program is the "golden spike" hook-up in Memphis as the last enroute center is plugged into the national automated flight data processing system. Also you'll see FAAers cooperating with local pilots to save stranded crash survivors on a fog shrouded mountain side. Other subjects are future collision avoidance systems, research in wake turbulence and the regular Direct Line feature. Showtimes next week and the week following in the auditorium are every hour on the hour, 10 a.m. to 3 p.m., Mondays, Wednesdays and Fridays, April 9, 11, 13, 16, 18 and 20.

UPWARD MOBILITY. . . . Minority group members, women and all persons in jobs with limited potential who are willing to work hard have an excellent opportunity for career development in the challenging field of air traffic control. The Office of Headquarters Operations and the Office of Civil Rights will be offering air traffic orientation sessions on Monday and Tuesday, April 9 and 10, 9 a.m. - 12 noon, and the air traffic examination on Wednesday, April 11, 9 a.m. - 1 p.m., in room 3438A, Nassif Building. Entry into the program is at the GS-4, 5 or 7 level and opportunities for advancement are among the best in the Federal government. To apply, call Abraham Coney, Equal Employment Opportunity Program Manager, x63370 or Kathy Vitek, Federal Women's Program Coordinator, x63785.

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

73-15 April 9, 1973

LEGION OF MERIT

Because of exceptionally dedicated and meritorious conduct while serving with FAA, Lt. Col. Steward R. Gable, USAF, was presented a Legion of Merit Award recently. He was recommended for the award by former DOT Secretary John A. Volpe and former FAA Administrator John H. Shaffer. Gable left the agency last year after serving as Intelligence Officer in the Office of International Aviation Affairs for three and a half years.

RELIGIOUS WORK BRINGS RECOGNITION

Allan B. Truax, financial manager with the Systems Research and Development Service, appears in the 1972 edition of "Community Leaders of America," just published. He won the honor for work as chairman of a church missionary program directed toward East European countries which, among other accomplishments, was permitted to send the first American missionary to the U.S.S.R. specifically for religious discussions with Russian leaders.

OUTSTANDING IN '72

TOP FOUR FS OFFICES HONORED

The top Flight Standards Field Offices, named in four separate categories for the first time, were announced last week. Awards for outstanding performance in calendar year 1972 went to the Allentown, Pa. General Aviation District Office; the San Francisco Air Carrier District Office; the Aircraft Certification Staff, Brussels, Belgium (in the engineering and manufacturing category); and the Los Angeles Aircraft Maintenance Base (in the aircraft program category). Selections were made by a special panel of Headquarters officials representing various technical specialties and approved by James F. Rudolph, Director, Flight Standards Service. The winning facilities will receive a plaque with Administrator Butterfield's signature on it and a certificate signed by James Rudolph at ceremonies in their regions at a later date.

1,000 CONTROLLERS TO BE HIRED

Approximately 1,000 air traffic controllers for enroute centers and control towers will be hired by the agency by June 30. Some 708 will be hired to fill authorized FY 1973 positions; about 200 to replace attrition; and 100 to replace controllers entering second career training programs. Recruitment will be at the GS-5 and -7 levels with the maximum entry age of 30 applying for the first time since the Second Career Legislation went into effect last year. Selection will be from both inside and outside the agency. Fifty of the 708 positions will be GS-4 hires for two 150 Program classes. Agency officials said the hiring of controllers is an exception to the FAA hiring freeze, which remains in effect for other job types.

A BOON TO THE PUBLIC. . . . A new FAA rule assures that the American public will not be subjected to sonic booms generated by civil supersonic aircraft. An amendment to Part 91 of the Federal Aviation Regulations prohibits any operator of a civil airplane from exceeding the speed of sound when flying over the land mass or territorial waters of the U.S. except when it has been demonstrated that such a flight would not cause a measureable sonic boom to reach the surface. The rule leaves room for certain authorized operations at the lower end of the supersonic speed range after controlled tests show the boom to be too weak to reach the ground. Citing the technological difficulty of suppressing booms, Secretary Brinegar said, "We feel the only permissible course is an almost complete ban on operations at supersonic speeds by civil aircraft within the United States."

VA LAYS IT ON THE LINE. . . . Emphatically scotching what it calls "a false and misleading rumor" and a "hoax," the Veterans Administration advises that Congress has not passed a law giving special dividends to World War II veterans. This special dividend is said to be \$.50 per \$1,000 on GI life insurance policies. Doesn't exist, says VA. The only dividends VA is currently paying are regular annual dividends to World War I and II veterans who have continued their government life insurance policies in force since obtaining them. These policies are "National Service Life Insurance" for WW II veterans and "U.S. Government Life Insurance" for WW I veterans. Regular dividends are paid annually on the anniversary date of these policies.

HAND IN GLOVE. . . . The radar was displaying split beacon beams and false targets because of the unusual terrain surrounding the radar site. The problem was in North Platte, Neb., but a special team from NAFEC worked hand in glove with the facility and came up with the solutions. Modifications to the beacon antenna feed system developed at NAFEC successfully eliminated both defects. Now effective coverage even surpasses that of the standard beacon antenna, and this "fix" may be applicable to other sites with similar trouble situations. Currently a duplicate model of the North Platte system is being produced for testing at another problem site. In a letter citing the professionalism of the NAFEC team, Central Region Director John M. Cyrocki commended "the excellent engineering support furnished by NAFEC personnel in resolving a long-standing radar beacon problem at the North Platte ARSR facility."

ICAO SEEKING APPLICANTS. . . . The following assignment is now available with the International Civil Aviation Organization (ICAO).
MONTREAL - PC-2/73; two years: Technical Officer, Aerodromes, Air Routes and Grounds Aids, P-4 (GS-13/14). Command of English and French language essential; a working knowledge of Russian/Spanish would be an advantage. Applications due in AIA-29 by May 22, 1973. Additional information about duties, qualifications, salary and applications is available at your Manpower Division. FAA employees accepting ICAO assignments are entitled to restoration rights.

AIRPORT SECURITY MEASURES WORK: BUTTERFIELD. . . . In his first major official act as FAA Administrator, Alexander Butterfield made a thorough review of FAA's air transportation security program and sent letters to members of the airline and airport industries offering his "highest commendation" for their "massive effort undertaken...to halt the hijacking and sabatoge menace." He added that "continued diligence and vigilance are absolutely essential if we are to maintain really effective safeguards." The results of total airline passenger screening ordered into effect by the agency on Jan. 5 appear to bear out Butterfield's remarks. Indications are that greater numbers of weapon-toting passengers at airports are being discouraged as well as caught. In only one month--from Dec. 1972 to Jan. 1973--arrests for carrying concealed, deadly or dangerous weapons increased 54 percent. The number of guns detected by screening dropped from 374 to 149, knives from 835 to 365 and other unauthorized weapons from 327 to 131.

AIRLINES MUST USE FAA-APPROVED AIRPORTS. . . . In a rule change to become effective May 20, the agency will require that all CAB-certificated air carriers conduct scheduled flights of airplanes over 12,500 pounds only at airports which hold FAA airport operating certificates. Charter and special flights will not be bound by the rule, nor will the carriers have to designate and use a certificated airport as an alternate, refueling or provisional airport. The effective date of the rule change coincides with the deadline for some 500 air carrier airports to receive FAA operating certificates. By last week, 207 of these airports had been approved by the agency, and Airports Service officials said they expect to approve the rest for certification by May 20. Certification of airports is aimed largely at improving safety by requiring crash/fire/rescue equipment, emergency plans, marking and lighting of air operations areas and other safety items.

PUTTING THE QUESTION TO WOMEN. . . . "My God, what does woman want?" asked Sigmund Freud a while back. FAA wants to know too. A questionnaire to all women employees in the agency will soon be distributed including questions on their present status, training and promotion opportunities and potential, experiences of discrimination, career goals and the like. The date for completion and return of the questionnaire has been extended to May 15 from the date given on the form, March 15. After the results (but not the women) are analyzed, recommendations will be made to the Associate Administrator for Manpower.

SPREAD THE WORD AROUND if you've got something to sell. On the national scene, FAA WORLD's "Mobility Gulch" is the vehicle for those big items: homes, property, airplanes. If you've got a permanent change of station coming up or are just tired of the old home-stead, you can advertise it free in "Mobility Gulch." Are the taxes and mortgage on your vacation spot eating you up while it stands empty? Advertise it to your FAA brethren who would like a change of scenery for vacations. "Mobility Gulch" is yours for buying, selling, renting or leasing. Use it!

10 YEARS OF FLYING. . . . To celebrate its 10th year of operation, the FAA Flying Club is planning to upgrade the equipment available to its members by purchasing a new airplane in the 180 HP class. The flying club fosters flying and provides FAAers and their families the opportunity to learn to fly and upgrade ratings at low cost. Along with buying the new plane, the club plans to conduct symposiums periodically to assist new and licensed airmen to upgrade their proficiency. To enhance the "new look," the club is making openings for new members--10 rated pilots and 10 student pilots. For more information about the club which still claims to be the best in the area, contact Bill Broadwater on x68781 or Wanda Reif on x63470.

THE "SCENE" MAKES IT. . . . Today "The April Scene" bursts upon FAA Headquarters with showings in the third floor auditorium of an exciting videotape program featuring various events around the agency. To wit: FAA Administrator Alexander P. Butterfield being sworn in, followed by comments from Mr. Butterfield; a dramatic rescue of crash survivors from a mountainside; hook-up of Memphis Center's flight data processing system, the final one of the 20 centers; a look at research into wake turbulence, showing heavy jets and light planes; a view of collision avoidance plans; and Direct Line questions and answers. Show-times are every hour on the hour, 10 a.m. to 3 p.m. today, Wednesday and Friday, April 9, 11 and 13. Also next week, Monday, Wednesday and Friday. Be sure to see this informative 27-minute VIDICOM.

GSA GOES CODE-A-PHONE. . . . To provide better service to FOB-10A employees, the GSA Building Manager's office has installed a "code-a-phone" system for all service and complaint messages. For complaints such as lights out, office temperature, etc., dial 13-36921. After a brief recorded message, speak slowly and clearly stating your name, agency, extension, building, room number and the service requested. For other special problems or lack of response to calls, advise AHQ-300, x63340.

KEEP UP WITH THE NEWS ON IBB. . . . INTERCOM Broadcast Briefs...What is it? What does it do? How does it do it? It tells you the news about FAA every day in a two-minute recorded telephone message complete with the weather forecast and the day's lunch menu in the FAA cafeteria. Multiple telephone lines allow you to call any time with little chance of getting a busy signal. And if you have late-breaking news about local events or programs employees would be interested in, send it to the Employee Communications Staff, AMN-30, INTERCOM Broadcast Briefs. Dial x63232...Dial x63232...Dial.....

AWARDS AND REWARDS. . . . Washington National Airport presented Special Achievement Awards to Roland Burgess, Joseph P. Minor, Charles J. Kiefer and Raymond B. Shifflett; and a Quality Within-Grade Pay Increase to Odell C. Shaw.

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73-16 April 16, 1973

RIGHT MAN,
RIGHT PLACE

Tom Bowen, radio ham and specialist in electric power generators, was out for a drive in Georgia when tornadoes struck the southeast U.S. on March 31. Bowen picked up a relayed call for help on the ham radio in his car from Conyers Hospital where the storm had knocked out commercial power and the emergency generator failed to switch on. Bowen, a quality reliability officer from the Logistics Service on temporary duty in Georgia, headed for the hospital, identified himself to authorities and went to work. Within 30 minutes he had the generator working. Then he tackled another problem: wiring the X-ray machine to the emergency power supply so two patients with broken bones could get immediate X-rays. He succeeded in that also, and finally left the hospital about 2 a.m., taking with him the gratitude of the hospital staff and earning the praise of his fellow FAAers.

CITES PLANS AND ACHIEVEMENTS

BUTTERFIELD TESTIFIES ON BUDGET

Returning to Capitol Hill where he was recently confirmed as FAA Administrator, Alexander Butterfield, along with several key agency officials, testified on the FAA FY 1974 budget request last week. Among those joining Butterfield at hearings before the House Appropriations subcommittee on transportation were the five Associate Administrators and several office and service directors. Supporting the agency's \$2.1 billion budget request, Butterfield and his staff highlighted these major plans:

- A requested increase of \$62.7 million over 1973's Operations appropriation will pay for mandatory salary adjustments such as within-grade increases and developmental promotions, as well as for new staffing in air traffic control, maintenance and engineering. Major new facilities to be commissioned in FY '74 requiring increased staffing are 23 (Continued on page 3)

D.D. THOMAS SCHOLARSHIPS AWARDED

All five of the David D. Thomas Scholarship grants were awarded this month to FAA dependents. The grants, which are based solely on merit and achievement could be awarded to either dependents or employees. Winning \$500 grants were Joseph D. Opray, son of Mrs. Mary Opray of the Portland, Ore., Tower; and Teri Taylor, daughter of Clinton Taylor of the Salt Lake City FSS. Receiving \$250 grants were Robert W. Davies, whose father Robert E. Davies serves at the San Diego FSS; Jane E. Birnbaum, daughter of Owen Birnbaum, Office of the General Counsel, Washington; and John M. Regts, son of Gerald J. Regts of the Battle Creek, Mich., FIDO.

ARMY SPRINGS FOR ARTS III . . . The agency is helping the U.S. Army to update air traffic control equipment by procuring an ARTS III from Univac for the Army. Although FAA is doing the procuring, the Army is paying the \$680,000 plus tab. The alphanumeric generating equipment will be installed at the Cairns Army Radar Approach Control, Fort Rucker, Alabama. In accordance with an FAA/Army agreement, this facility controls all air traffic operating under instrument flight rules at 5,000 feet and below over a 7,000 square mile area in southeast Alabama, northwest Florida and southwest Georgia. Within this area, flight operations exceeded 6 million in 1970. The ARTS III system, including five displays, is identical with FAA systems and will interface with the total National Airspace System.

DULLES PASSENGERS...VERRRY INTERESTING . . . An interesting part of the 1972 Trans-Atlantic Passenger Survey reveals the two major passenger groups departing Dulles International Airport on overseas flights were students and housewives. According to the report, the groups were tops both among Americans going to Europe and Europeans returning home. The major difference revealed Americans were traveling for pleasure or personal reasons rather than business or education as were the Europeans. The study also covered Chicago-O'Hare, Boston Logan, Philadelphia International and New York's John F. Kennedy airports. The survey was a joint effort of the airport operators involved, the airlines and the U.S. Travel Service.

ROADBLOCKS CONTINUE . . . Group Automobile Insurance is still under consideration by the agency, but a number of problems have led the project down several detours. Agency officials advise employees not to cancel their current auto insurance in anticipation of the program, since they are uncertain when, or if, it will start rolling.

LIKE IT REALLY IS . . . In the April issue of FAA WORLD, "Like It Is" reported on standby duty. It should have referred to telephone availability, which an arbitrator ruled must be incorporated in position descriptions for electronic technicians in the Allentown, Pa., Airway Facilities Sector Field Office. Several press reports on this action have incorrectly embellished the facts. Actually, there is no compulsory unpaid standby duty, and paid standby duty is still in effect under Order 3550.8. Agency policies on standby and telephone availability are not changed.

BARBECUERS BEWARE . . . The backyard barbecue season is about to descend, and with it, here's a tip on barbecuing that could save your life. Some people have used refrigerator shelves as grills for meats and other food, which is a dangerous practice because many of these shelves are coated with cadmium. The heat releases poisonous cadmium fumes which are transferred to the food with sometimes fatal results. Do not use any metal shelving for cookouts unless the material is approved for that use.

HONOR THY SECRETARY . . . The National Secretaries Association (International) is sponsoring Secretaries Week which will be observed next week, April 22-28, and will include Wednesday, April 25 as Secretaries Day. The theme of the 22nd annual observance is "Better Secretaries Mean Better Business". The week recognizes secretaries for the vital role they play in business, industry, education, government, and the professions.

A BRUSH WITH DEATH . . . The woman's voice on the radio boomed telling the pilot to "let go", level the wings, and bring the nose up. A short time later the pilot radioed the wings were level and his air-speed reducing. He added in a near panicked voice that the wheels of his single-engine plane had touched the ground in his pullup.



Flight service specialist Mrs. Jo L. King continued to direct the pilot of the aircraft, which had encountered a snow storm and "whiteout" conditions, until he landed safely at the Cordova, Alaska airport. Mrs. King indicated she realized the pilot was in a high speed spiral when he reported his airspeed was 200 and he was unable to reduce it. That is when "fearing he was 'frozen on the controls'" she demanded he "let go". During March, 260 flight assists were reported (119 by flight service stations, 96 by towers, and 45 by centers) with 429 people on board the aircraft involved. The primary causes included 155 lost pilots, 22 low on fuel, 59 involved in weather and 86 with some type of equipment malfunction. There were 108 pilots assisted by use of radar, 99 with DF, 66 with VOR orientation, and 48 by the use of geographical references. Reports indicate 20 student pilots involved, 18 gear-up landings averted, 44 night assists, and 16 aircraft aided by other aircraft.



BUTTERFIELD GOES TO CONGRESS (Continued from page 1) . . . control towers, 14 airport surveillance radars and 41 instrument landing systems. ● The agency will expand surveillance programs particularly in charter and air taxi operations. The Administrator also pointed to these major achievements: ● In both general aviation and air carrier categories, the safety record over the past three years is the best it has been in aviation history. ● Air traffic Second Career Legislation "greatly improved our ability to manage the air traffic control system" and assured disqualified controllers "alternative careers-- useful to themselves and the economy." ● Employment and utilization of minority group members and women throughout FAA have reached a record high. ● "The hijacking threat has abated," with 1973 showing the lowest rate of successful hijackings in the past four years.

ICAO POSITION WITHDRAWN . . . The position of Implementation Officer (PC-31/72, Asia and the Far East) advertised in the Feb. 20 INTERCOM has been withdrawn.

BLOODMOBILE COMING . . . The FAA blood bank needs 200 units of blood before June 30. For those of you who find it difficult to "get away" to donate blood under the regular program, the Red Cross Bloodmobile will visit FOB-10A in the FA Club, room 110 on Friday, April 27. A special registration board has been placed on the second floor outside of the cafeteria for your convenience in choosing an appointment between 10 a.m. and 3 p.m. So open your heart and roll up your sleeve. It is a rewarding feeling to give of yourself to possibly save another's life.

LAST CHANCE TO MAKE THE "SCENE" . . . This week is your last opportunity to view VIDICOM 18, "The April Scene" in the third floor auditorium. This informative VIDICOM provides a look at a variety of happenings around FAA, including an introduction to Administrator Butterfield and a segment of his swearing in ceremony. Also on the program are a dramatic mountainside rescue of crash survivors; hook-up of the last of 20 enroute centers; future collision avoidance systems; research in wake turbulence; and the regular Direct Line feature. Don't miss this exciting VIDICOM showing today, Wednesday and Friday, April 16, 18 and 20, every hour on the hour from 10 a.m. to 3 p.m.

THIS WAY TO PERSONNEL . . . While scanning FAA directives or informational material, you may read, "For further information, contact your servicing personnel office." As an FAA headquarters employee, your servicing personnel office is the Personnel Operations Division, AHQ-100, which you may call or visit at any time. The Federal Personnel Manual and other relative FAA directives are available in this office for your use and any questions or need for interpretation of these regulations as they relate to your particular situation can be answered by a personnel specialist. For the best assistance in answering your particular question, you may wish to call for an appointment and give the specialist an idea of what you want to talk about. Your supervisor should be informed of your desire to make such a visit, but you need not explain why. Supervisors are encouraged to approve excused absence for visits to the personnel office at the time the request is made or as soon as workload permits.

AWARDS AND REWARDS . . . The Associate Administrator for Manpower presented a Quality Within-Grade Pay Increase based on outstanding performance to Melvin N. Asher. Flight Standards Service presented Quality Within-Grade Pay Increases based on outstanding performance to Janet Halbert, Elizabeth Helm, J. Ralph Horn, and Fred Wilder; and to Irving Birnbaum, Stephen Brodnan, Robert Dame, Mary K. Fitzsimmons, Joseph Flaim, Harold Forester, Susan Jennison, Russell Maynard, Donald Riggan, Wayne Sprague, Patricia Suenkonis, John Wolcott; and Special Achievement Awards to Bryant Chestnutt, Ruth Williams, David Custis, Lillian Hagans, Donald Kagle, Freda Lynn, Curtis McKay and Norman Edwards (the last two based on outstanding performance).

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HEADQUARTERS

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

73-17 April 23, 1973

MINORITY BUSINESS BOOMS: COMULADA HONORED

One of ten awards to government and industry people for outstanding contributions to the development of minority industries went to M.P. Comulada, Director of the Logistics Service, on April 13. The Key Award was presented to Comulada, who joined FAA as IG Director in 1970, by the National Association of Black Manufacturers. Under Comulada's direction, efforts of the Logistics Service in conjunction with the Small Business Administration's minority business program have increased FAA contracts to minority businesses to \$22 million, largely to construction firms and electronics manufacturers. A veteran of 20 years in a variety of positions with the Navy Dept. before joining FAA, Comulada also received the DOT Citation for Achievement in Equal Opportunity in 1972. He holds a bachelor's degree from the University of Maryland and a law degree from Georgetown University.

HOW TO BUY A SECOND HAND PLANE

STANDARDS SET FOR SURPLUS PLANES

Prospective buyers of surplus military aircraft are the targets of an FAA information campaign to help them learn what they must do to have such aircraft certified airworthy for civilian use by FAA. Advisory Circular 21-13, issued April 4, and a pamphlet "Are Military Surplus Aircraft A Good Buy?" review requirements to obtain: a type certificate for the plane or helicopter; historical records from the military or other previous owners concerning the craft's use, maintenance and modification; records showing it was manufactured under an FAA-approved program; and documents showing that replaced or fabricated components or parts meet the original type design and that life-limited parts are not over the limit. The Advisory calls attention to the Department of Defense's statement that it does not in any way say that the aircraft meet, or are capable of meeting FAA standards. FAA representatives have been conferring with Defense officials to arrange FAA screening of surplus military aircraft in order to earmark those which can never meet FAA standards.

AF SECTOR AWARDS COMING UP

The fourth annual Airway Facilities Sector of the Year Award Program is nearing its climax as local selections are narrowed down to regional winners, which will be announced May 7 in INTERCOM. Each regional winner will receive a handsome wall plaque from a top official in their regions. The national winner will be announced in June. The awards will honor those who excelled at the sector level during 1972 in maintaining system safety, integrity and productivity of the National Airspace System.

FSS CHANGEOVER GOES FORWARD. . . . Three flight service stations will be closed down by June 30 as the agency continues to eliminate low activity stations to provide more staffing for high activity ones. The Nantucket, Mass. Combined Station/Tower will be "decombined" on May 1, with the tower remaining in service and the station closing down. By June 30 the Dillon, Mont. and Kirksville, Mo. Flight Service Stations will be closed. Agency officials said all flight service specialists at closed facilities will be offered vacancies at FSSs elsewhere. Furthermore, the agency's FY 1974 budget submission to Congress includes a request to hire 200 flight service specialists in FY '74. These hires would be in addition to the replacement of attrition and would substantially help meet FSS staffing needs, according to agency officials. The officials said the aim of closing low activity stations is to meet the high demand for flight services at busier locations and to increase the productivity of flight service specialists by employing them at these stations. Remote lines installed by Airway Facilities technicians in advance of each closing will relay air/ground communications, direction-finding signals and monitor signals from navigation aids to the FSSs taking over the service of the closed stations. Special telephone lines will enable pilots to make local calls to high activity stations even if the stations are distant from the pilots.

TWO=THIRDS TOWARDS ANNUITY INCREASE. . . . With last week's announcement that the national Consumer Price Index (CPI) for March stood 4.4 percent over last year's base month, only one more month with the CPI at least 3 percent over the base is needed to trigger an automatic increase in Federal civil service retirement annuities. The CPI, which must stay over the base month by at least 3 percent for three months in a row to trigger an annuity increase, stood at 3.5 percent over the base in February. In the last two weeks of May the percentage for the third month, April, will have been computed and announced. If it is over 3 percent, all employees on the annuity rolls on or before July 1, 1973 will receive an annuity increase. The exact percentage of an annuity increase, if there is one, will be known after the May announcement. In order to receive the annuity increase, current employees eligible to retire will have to be separated or their pay must have ceased on or before June 30, 1973.

TIME QUICKENS. . . . Daylight Savings Time takes over at 2 a.m. April 29. Remember to set clocks ahead one hour before turning in Saturday night. Employees on duty at the time of the changeover will be charged one hour of leave, and when the nation returns to Standard Time on October 28 employees on duty will receive overtime pay for the extra hour they work. Paragraph 25 of Handbook PT P 3600.3, Workweek and Hours of Duty, gives complete information.

FAA GETS AVIATION ALL TOGETHER. . . . "Partners in Progress" is the theme of the agency's Fifth Annual National Aviation System Planning Review Conference, which will convene in Washington May 21-23. Administrator Butterfield will preside over the opening plenary session. Representatives of every segment of the aviation and airport industries as well as suppliers of those industries will participate with FAA officials in discussions of air traffic control, airports, short haul air transportation, navigation and landing systems, community concern, public benefits and plans and policy. Among the FAA speakers will be Alexander B. Winick, Deputy Director of the Systems Research and Development Service; Raymond C. Belanger, Acting Director of the Air Traffic Service; Clyde W. Pace, Jr., Director of the Airports Service; Jeff W. Cochran, Director of the Airway Facilities Service; and David J. Sheftel, Director of the Quiet Short Haul Air Transportation System Office. FAA's Acting Director of Public Affairs Louis J. Churchville will moderate discussions on environmental issues, airport site selection, and public attitudes toward aviation. Registration is \$15 and \$5 will be charged to those who desire a copy of the 1973 edition of the National Aviation System Ten Year Plan, 1974-1983. Federal government employees may register for \$5. The conference will be held at the Washington Hilton Hotel.

INVEST IN AMERICA--BUY BONDS. . . . Once again FAA is joining the annual

Go forth and multiply.



**Take stock in America.
Buy U.S. Savings Bonds.**

drive to increase U.S. Savings Bond sales, and top agency officials are encouraging all employees to "Take Stock in America" by buying bonds. Bonds are not only a good, safe investment for you, but they also help stabilize the economy and assist in the sound management of the public dept. Last year FAA achieved an 80.4

percent participation rate, coming in third among all DOT components. This year agency campaign coordinators hope to do even better and are counting on employees to help put FAA over the top. The campaign begins next week on May 1 and runs until June 1. The Washington Headquarters kick-off rally will be held in the auditorium this Wednesday, April 25 at 9:30 a.m. for all office and service heads and Bond coordinators and canvassers chosen by them. Highlights of the program will be an address by the Administrator and a film, "The All-Star Spangled Banner," starring Sandy Duncan. The Headquarters goal this year is to exceed last year's participation rate of 84 percent. Get in the green spirit and buy a bond (or many bonds) when your canvasser comes to call!

WHAT ABOUT PERSONNEL PROCEDURES? . . . The Women's Subcommittee of the Civil Rights Committee is presenting a session for all employees on FAA personnel procedures, this Wednesday, April 25, from noon to 1 p.m. in the third floor auditorium. It will include: employment/merit promotion program, position classification, training, employee/management relations and information on the Office of Civil Rights and the Federal Women's Program. Participating in the session will be Robert J. McCarthy, who was recently appointed Headquarters Personnel Officer. During the program, questions from the floor will not be permitted because of time limitations. Instead, a question box will be located at the rear of the auditorium. All questioners will receive answers at a later time.

IT TAKES ALL TYPES. . . . A change in schedule for the Red Cross Bloodmobile has been announced for this week. Donors should go to the exhibit room on the first floor on Friday in order to donate blood. Previously it had been announced the bloodmobile would be operating out of the FA Club. The times are the same, 10 a.m. to 3 p.m. A registration board has been placed on the second floor for your convenience to choose an appointment. Do it today because the FAA blood bank needs 200 pints of blood by July 1 to stay in good standing. For those who cannot take advantage of the bloodmobile, Red Cross provides transportation to the blood bank every Thursday at 9:30 a.m. for those who wish to give.

BOWLAWAY! . . . This year's Regional Bowling Tournament will be held at Atlantic City, N.J., June 1-3, with the extra attraction of a dinner-dance with live music at the Tom Battles Marina Restaurant. Cost for the dinner-dance is \$10 a person. Brochures and reservations forms for the gala weekend events are available from Les Evans, x68752. Reservations must be sent to NAFEC (address included on the form) no later than May 15. Happy bowling, eating, dancing, drinking, etc....

AWARDS AND REWARDS. . . . The Office of Headquarters Operations presented Quality Within-Grade Pay Increases to Anthony C. Spada, R. Wayne Startup, Annie W. Barr, Louise F. Minchik, Duane Trinkley, and Gayle E. Clark (all based on outstanding performance); and to William Cohen, James C. Gore, Jr., Paula B. Patterson and Harvey E. Kinston; and Length of Service Awards to Glenn E. Letham, Willie M. Lee, and Eugene E. Thies, 30 years; and Frank J. Matle, Ellen M. Neel, Margaret DeLong, and Mildred Worsham, 25 years. The Systems Research and Development Service granted Quality Within-Grade Pay Increases to Vincent Constantino, Gloria J. McIntire, Mary V. Golueke, Gene Jensen and Frank P. Castellon, the last two based on outstanding performance. Also granted were Special Achievement Awards to Raymond Johnson and Frederick S. Sakate, the latter based on outstanding performance. The Office of Aviation Medicine presented Quality Within-Grade Pay Increases to Carol F. Cannon (based on outstanding performance) and to Frances P. Wathen. The Quiet Short-Haul Air Transportation System Office presented a Quality Within-Grade Pay Increase based on outstanding performance to Donald Geoffrion.

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HEADQUARTERS intercom

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

73-18 April 30, 1973

NEW BUDGET DIRECTOR

Beginning a second tour of duty with FAA, William A. Plissner, 43, has been appointed Director of the Office of Budget. Plissner, who served with the Systems Research and Development Service from 1961 to 1962, assumes the post vacated last July by James E. Dow, now Associate Administrator for Administration. Since Jan. 1972 Plissner had been Associate Director (Controller) of the Office of Economic Opportunity and served previously for a brief period with the Cost of Living Council. A U.S. Marine Corps Captain from 1951 to 1953, he worked in the Navy Department in a variety of positions from 1955 to 1961. Following his first stint with FAA, he joined the Defense Department where he held several posts until moving to OEO in 1967. A 1951 graduate of Harvard College with a degree in government, Plissner was also a Princeton Fellow in public affairs in 1967.

EFFICIENCY UP, \$\$ DOWN

MORE SABRELINERS FOR FLEET

FAA's program to retire its aging propeller flight inspection fleet in favor of modern jets continued last week with the signing of a contract for the lease/purchase of 11 twin-jet Sabreliners from Rockwell International Corp., El Segundo, Calif. The aircraft will be used to flight inspect air navigation aids primarily in the 48 states. Included in the contract is an option to lease or purchase four additional planes. Delivery of the first Sabreliner is scheduled for April 1974 with others following at a rate of one a month until expected delivery of the 11th aircraft by March 1975. (Continued on page 3)

FAA-PATCO CONTRACT SIGNED



Butterfield, Leyden sign. Following successful negotiations which began in February between FAA and the Professional Air Traffic Controllers Organization, Administrator Butterfield and PATCO President John F. Leyden recently signed a nationwide labor agreement. The bargaining unit of non-supervisory air traffic controllers at centers and towers numbers slightly over 15,000. Copies of the contract will be sent to all PATCO members and their supervisors early in May. Controllers chose PATCO to represent them last September in the largest union election by mail ballot ever held in the Federal service.

AVIATION MECHANICS HIT THE SAFETY MARK. . . . An Eastern Air Lines mechanic and a shop superintendent of a San Antonio-based aircraft repair company have been named national winners in FAA's 10th Annual Aviation Mechanics Safety Awards Program. Burrus "Bud" Rich, an airframe and powerplant mechanic in the heavy maintenance division at Eastern's Miami base, was the winner in the air carrier category, while Charles A. Macha of Nayak Aviation Corp. won in the general aviation category. The winners and their families will be flown to FAA Headquarters for award presentations on June 26. Selection of the winners from a field of 599 entries--largest in the history of the program--was made by a special panel of the Flight Safety Foundation, which co-sponsors the program along with FAA and various segments of the aviation community. Rich won his award for coming up with a simple, inexpensive solution to a malfunctioning high lift device and for significantly contributing to the safety, efficiency and reliability of flight. Macha's selection was based on sustained resourcefulness in achieving major improvements in aircraft reliability and safety, including development of 20 product improvements for correcting problems with corrosion, landing gear and batteries.

WOMEN'S CHANCE TO SPEAK UP. . . . Office of Civil Rights officials encourage all women to complete and return the recently distributed questionnaire on the skills and opportunities of women in FAA. The officials emphasized that the more responses received, the more valid will be the results of the survey, which is intended to pave the way for policy changes to increase promotion and training opportunities for FAA women. The survey is sponsored by the Federal Women's Program Coordinator in the Office of Civil Rights. FAA's 5,606 women have an excellent opportunity to make their views and aspirations known through this questionnaire and are urged to answer all questions on the form. The deadline for returning the questionnaire has been extended to May 15 from the original due date of March 15 printed on the questionnaire.

AIRPORT SAFETY RULE EXPANDED. . . . In a second major step to enhance airport safety, the agency has expanded its airport certification rule to include airports serving supplemental air carriers and other CAB-certificated carriers operating charter flights, small aircraft and helicopters. Also included are airports serving as refueling stops for these operators. The agency had previously required some 500 airports serving airlines which operate aircraft over 12,500 lbs. to implement safety measures and obtain FAA operating certificates by May 20. That same date applies to the expanded rule, although airports will be issued provisional certificates subject to agency conditions and limitations before they receive regular certificates. During the period in which provisional certificates are issued, Airports Division people will work closely with airport operators to assist them in fully meeting the requirements and to determine the extent that temporary exemptions may be considered for each facility.

THE YOUTH OF SUMMER. . . . As the nation swings into summer, FAA and other Federal agencies will again be hiring young people under the Summer Employment Program for Youth. Disadvantaged youth as well as those qualifying under merit staffing programs will join the ranks of regular FAA employees during the summer months to help accomplish agency missions and to benefit from meaningful employment. At the same time, they will enrich their career goals, learn about the services of the government and earn money--of special importance to the disadvantaged. The number of authorized hires for regions, centers and Headquarters will be issued shortly. As in past years, FAA summer employees will be provided orientation, on-the-job training and educational and job counseling. Let's give them a warm summer welcome!

PRESIDENTIAL CERTIFICATES FOR IMPROVING MANAGEMENT. . . . For "noteworthy efforts and intense dedication" Victor J. Onachilla of the Office of Training and the Southwest Region Value Analysis Team have received Presidential Management Improvement Certificates. Onachilla, who received the award from Under Secretary Egil Krogh last week, was cited for exceptional efforts as Manager of the FAA Executive School and for development of middle management training courses. Onachilla also introduced the management by objectives concept to FAA at the school, whose 1,200 plus graduates have returned to their jobs with new and sharpened managerial skills. Further, he was instrumental in setting up the Management Training School in Lawton, Okla. For innovation and ingenuity in developing a better way to assure that air traffic controllers maintain on-the-job proficiency, the six-man Value Analysis Team were recipients of the high honor. Their work, which lasted from Nov. 1971 to March of this year, was credited with saving money, improving morale and fostering better labor-management relations. Team members will receive their certificates later in the SW Region.

AS VARIED AS THE FLOWERS OF SPRING. . . . FAA WORLD for May has something for everyone. Probably few FAAers are aware of the scope and efficiency of the mammoth FAA Depot. Take a tour of the facility with us...Read about a new way to provide weather and safety briefings for weekend pilots via the television tube..."The Run for the Pantyhose" tells of a new friendly competition--a heel-and-toe race just for laughs...Many of you participated in an FAA WORLD Survey--here are the results...We also have for you a dramatic flight assist, an FAA lady artist and *Direct Line, Faces and Places, Mobility Gulch, Like It Is and Faables*. Happy reading.

SABRELINERS ARE FLEET (Continued from page 1). . . The cost of leasing each plane is \$299,856 per year although the agency expects to buy the planes upon delivery at a price of \$2.2 million each. Fleet modernization began when FAA acquired its first group of five Sabreliners during Dec. 1968-July 1969, followed last January by a contract to Qualitron Aero of Dallas for five Jet Commanders. A productivity gain with the light jets of better than two to one is expected over the agency's propellor fleet of 44 DC-3s and three T-29s, and a cost saving of almost \$8 million annually is expected when overall modernization is completed in mid-1975.

TAKE STOCK IN AMERICA. . . At the annual Washington Headquarters Bond drive kick-off rally last Wednesday, Administrator Butterfield stressed to the Bond coordinators and canvassers that "Nothing helps fight inflation so much as the widespread ownership of Bonds." Not only are they risk-free, loss and theft proof, but they provide stability, security and a sense of achievement to those families who take advantage of the opportunity to purchase them regularly through payroll deduction. In closing, Butterfield challenged those present saying "What you do in this campaign is the most practical possible demonstration of good citizenship." So when your canvasser comes to call between May 1 and June 1, accept the challenge, invest in America and increase your family's security - - Buy Bonds.

STENOS AND TYPISTS FOR FY 74. . . If you know of recent high school graduates or other candidates qualified for clerk-typists or clerk-stenographer positions who are interested in permanent positions with the Federal government in FAA Headquarters, the Personnel Operations Division would like to hear from them. It is anticipated that FAA will have approximately 100 advance staffing positions at the GS-02 through GS-05 level by July 1. Starting level will depend on the individual's qualifications. Those interested should submit their SF-171, Personal Qualifications Statement, to the Personnel Operations Division, Employment Branch, AHQ-150, Attention: Norma Warbis, or call her on x68018.

"HERE'S LOOKING AT YOU". . . If you think FAA's VIDICOM #19 on the subject of alcohol awareness is not for you, consider these facts:
● 95 million of the nation's 212 million use alcohol. ● Of these 95 million, 9 million or about 10 percent are alcohol abusers and alcoholic individuals. Still feel left out? Think about this: A problem drinker significantly affects the life and activities of 20 other people--and you could be one of them. You owe it to yourself to become aware of the facts, separate truth from fiction, know where to seek help and learn FAA's approach to problem drinking. Know thyself--see VIDICOM #19, "Here's Looking At YOU" in the third floor auditorium. Show times every hour on the hour are 10 a.m. to 3 p.m. next week, Monday, Wednesday and Friday, May 7, 9 and 11; and Monday, Wednesday and Friday, May 21, 23 and 24.

ATTENTION ALL WOMEN AND MEN. . . Are you making the most of all your powers and opportunities? In an interview, conversation or group discussion, can you support your point of view objectively and persuasively? Toastmistress membership offers you training for greater freedom of expression and skill in dealing with daily affairs at home, on the job, and as a citizen of your community. The Federal Aviation Toastmistress Club meets every Wednesday, 12 noon until 1 p.m. in room 5A. All men and women are welcome. For further information, please contact membership chairman, Charlotte Smith x63509, or Kay Wittman x68555.

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, Jackie Martyn. . . AMN-30, Room 625, FOB 10A, x63905.



HEADQUARTERS intercom

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

73-19 May 7, 1973

TRANSPORTATION WEEK ON THE WAY

In a tribute to those who move goods and people across the length and breadth of our land, the nation will observe National Transportation Week May 13-19. In proclaiming the week, President Nixon urged Americans "to join with the Department of Transportation and with appropriate state and local agencies in reaffirming our commitment to a progressive and balanced transportation system for America." Kicking off the week on May 13, Administrator Butterfield will dedicate the new air traffic control tower at Arapahoe County Airport near Denver. Across the agency there will be facility open house tours for the public. Keyed to the theme, "Transportation—Filling the Needs of a Growing America," the week will wrap up with observance of National Defense Transportation Day on May 18. Be sure to read about the nation's transportation system in a photo- and fact-filled Special INTERCOM coming out May 14.

LIMITS ON NEW HIRES, PROMOTIONS

WINTER'S FREEZE THAWS IN SPRING

The current freeze on promotions and on hiring from outside FAA, which was inaugurated last December, has been lifted effective immediately, Administrator Butterfield announced last week. Nevertheless, promotions and hiring must be accommodated within available funds. In lifting the promotion freeze, the Office of the Secretary of Transportation has cited management's responsibility for keeping in mind three cardinal rules: (1) carefully reviewing proposed assignments of duties and responsibilities and, where possible, selecting alternatives which will not result in the upgrading of positions; (2) deferring promotions to vacancies which are not specifically determined to be absolutely critical to the attainment of the organization's mission; and (3) taking positive action to assure that new hires are made at lower grade levels whenever possible. Because of fiscal constraints as well as those imposed by the Office of the Secretary, there will still be some limitations on the number of promotions and hires which can be made. Since the national headquarters, regions and centers all have different needs, there will be no centralized control on hires and promotions. These decisions will be up to each jurisdiction and will be made on the basis of the specific local situations.

PICTURE 'BRITENED' AT TOWERS

Alphanumerics are coming to air traffic control tower cabs--in fact, they have already come to a number of facilities. It's all done with the Brite displays that have been giving controllers in the glass-enclosed cabs radar information for some time. Now in addition to "blips" or the slashes characteristic of beacon (Continued on page 3)

OUTSTANDING REGIONAL AF SECTORS NAMED. . . . For outstanding work during 1972 the following Airway Facility Sectors have been selected for regional awards and have been nominated for the national award: New England, Providence, R.I.; Eastern, Leesburg, Va., Washington ARTCC; Southern, San Juan, P.R., Area AF Branch; Great Lakes, Detroit, Mich.; Central, Olathe, Kans., Kansas City ARTCC; Rocky Mountain, Denver, Colo.; Southwest, Fort Worth, Texas; Western, San Francisco, Calif.; Northwest, Klamath Falls, Oreg.; Alaskan, King Salmon; and Pacific, Diamond Head, Hi. Presentation of the regional award plaques will be made at ceremonies conducted by the regional director or his designee in each region on or about May 25. The national award plaque will be presented to the most outstanding AF sector of the year at the winning sector office by the Director of Airway Facilities Service or his representative in early June.

IN FAIR WEATHER OR FOUL, BUY BONDS. . . .



For a rainy day.



Take stock in America.

Buy U.S. Savings Bonds

the full value in five years and ten months, the time it takes for any of the series E Bonds to mature. Or you can hold on to them even longer and collect more interest. They also come in \$25, \$50, \$75, \$100, \$200, \$500 and \$1,000 denominations. As Secretary Brinegar said, "There is no easier way to accumulate savings. Bonds are risk-free, loss and theft-proof and can quickly be converted to cash to meet emergencies." Administrator Butterfield told the Washington Bond kick-off rally that "Bonds provide stability, security and a sense of achievement." You can sign up through the Payroll Savings Plan for as little as \$3.75 per pay period, so buy Bonds and take stock in America and in yourself.

Do you know that the annual U.S. Savings Bond Campaign is underway? Of course you do. So buy bonds when your canvasser comes around. And here's some good reasons why you should. Series E Bonds pay 5.5 percent interest when held to maturity. That means, for example, you can buy a \$50 Bond for only \$37.50 and collect

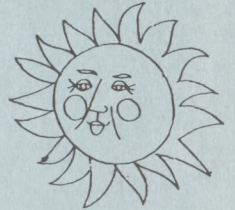
WASHINGTON PLAYS MUSICAL OFFICES. . . . FAA's housekeeping organization for its Washington Headquarters, the Office of Headquarters Operations, is disappearing in a streamlining move approved by Administrator Butterfield. The Personnel Operations Division, which had handled all local personnel actions for Headquarters employees such as hires, separations, and promotions, will be reassigned to the Office of Personnel. The Data Processing Division goes to the Office of Management Systems, and the Investigations and Security Staff to the Office of Air Transportation Security. The Accounting Operations Division, as well as the Accounting Programs Division in the Office of Management Systems, will be absorbed in a new Office of Accounting and Audit. This new office will also take over the functions of the present Office of Audit. All these moves are scheduled for the middle of this month. A follow-up step will be the reassignment of the Office Services and Publishing and Graphics Divisions, expected by the end of June.

PICTURE BRITENED AT TOWERS (Continued from page 1). . . targets, the terminal controllers will get flight information, such as aircraft identification, altitude and ground speed written out electronically. The controllers at Washington National are just experimenting with the system so far, but they predict that in the future these alphanumeric repeaters may do away with flight strips in the cab for arriving flights. Currently, the sequence and flight numbers of arriving aircraft are phoned up to the cab by the approach controllers in the IFR room. The new system uses the Brite display in the cab and superimposes the alphanumeric onto the radar picture already on the scope, helping the always-busy local controllers to conceptualize the picture. Alphanumeric Brite packages have been delivered to Minneapolis/St. Paul International, Chicago O'Hare and Midway, Washington National, Boston Logan, Miami International, Detroit Metropolitan, and Denver Stapleton International airports. The remaining systems will be delivered to facilities with ARTS III by February of next year.

MUDDIED WATERS...DEDICATION TO DUTY. . . With the rising flood waters in the Mississippi valley during March and April, FAA technicians rose to the task of keeping agency facilities on the air, sometimes



driving through high water and slogging on foot to reach sites cut off by floods. That was the case in the Southern Region at the Greenwood, Miss. Sector Field Office where technicians in a borrowed four-wheel drive vehicle got through to a remote air-ground communications site and fixed a transmitter which served the Memphis Center. Others drove through high water and then hoofed it to reach and check the Greenwood VORTAC. When technicians at the Columbus, Miss. SFO couldn't reach FAA facilities at Tupelo, other technicians from Jackson and Meridian, Miss. detoured through Alabama to reach the site and check



the equipment. On March 17 one foot of water stood in the Chattanooga, Tenn. airport terminal, and all FAA facilities were partly or completely submerged. In only one week, working night and day, local technicians helped by Atlanta personnel had everything working again. They got a big assist from the FAA Depot at Oklahoma City where shipping and repair crews immediately sent out replacement items and quickly fixed and returned parts that were not in stock. In the Central Region technicians in the Springfield, Mo. Airway Facilities Sector beat the flooding Missouri River and removed delicate electronic equipment from the Jefferson City TVOR before the waters rose to four feet inside the facility. St. Louis airway facility equipment at the Spirit of St. river reached it. to all those people who did what on the air under the Incidentally, there of personal property losses by FAA personnel during the floods. There are unconfirmed reports of rainbows at dawn and doves with olive branches.



technicians also saved instrument landing system Louis Airport before the A salute and a big thanks go technicians and other FAA had to be done to keep FAA most difficult conditions. have been no reports so far

DO YOU TALK A LOT ABOUT DRINKING? . . . Do you drink more than you used to? Do you drink alone? Do you need a drink to have fun? If your answer is yes to any of these questions or even if you don't drink at all, FAA's VIDICOM #19, "Here's Looking at YOU," on the subject of alcohol awareness is must viewing for you. This informative VIDICOM is not a morality trip or sermon. Instead it presents the hard facts concerning alcohol use and abuse and guidelines on how and why not to drink, and if you do drink, how to drink responsibly. Even if you are not among the 95 million Americans who use alcohol, you will probably be affected by someone who does. So become aware of the truths concerning alcohol habits, and FAA's approach to problem drinking. See VIDICOM #19 in the third floor auditorium this week. Showtimes are every hour on the hour, 10 a.m. to 3 p.m., Monday, Wednesday and Friday, May 7, 9 and 11; next week, Monday, Wednesday and Thursday, May 21, 23 and 24.

TRANSPORTATION WEEK--ON THE MOVE. . . . American society is more mobile than anyone ever dreamed possible. People and products move by rail, plane, boat, auto, truck, subway--into every corner of the country. Marking National Transportation Week, May 13-19, a DOT film showing transportation in America as a way of life will be shown in the Midday Matinee on May 14, 15 and 18, Monday, Tuesday and Friday at 12 noon and 12:30 in the third floor auditorium. Showing all types of current transportation methods as well as futuristic plans, the movie emphasizes the need to work out a balanced system of transportation that makes the best possible use of every method. It also features behind the scenes looks at such things as computerized rail traffic control and air traffic control. Don't miss seventeen minutes of exciting viewing on the systems DOT employees are working on to keep America moving where it wants to go, when it wants to go.

LEARN ABOUT RADAR. . . . Headquarters FAAers will have an opportunity to learn about radar--how it operates, its capabilities and its limitations as illustrated in the 29 minute film "Radar Contact." This informative film has a segment showing the use of radar by a private pilot and an animated sequence on how it actually works. For a better understanding of one of the primary tools for air safety, see this stimulating film starting this week. Showtimes are on the hour, 11 a.m.-2 p.m., Tuesday and Thursday, May 8 and 10, and Wednesday, May 16.

AWARDS AND REWARDS. . . . Airports Service presented Quality Within-Grade Pay Increases to James K. Thompson and John R. Goodwin based on outstanding performance and to David E. Clemens. Air Traffic Service presented Quality Within-Grade Pay Increases to James A. Robbins, Robert F. Smith, Marla J. Nalisnick, Herbert M. Hackett, Dianne Hall, Judith Bain, James Heshion and Thomas R. McCormack; and Special Achievement Awards to Robert A. Christopher, Alberta K. Sajko, Valgene E. White and Arnold E. Price. Washington National Airport presented Special Achievements Awards to Bernice M. Pihlstrand and to Geneva F. Faust and Marie F. Wallace based on outstanding performance.

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AMN-30, Room 625, FOB-10A, X63905.



service to man in flight

SPECIAL

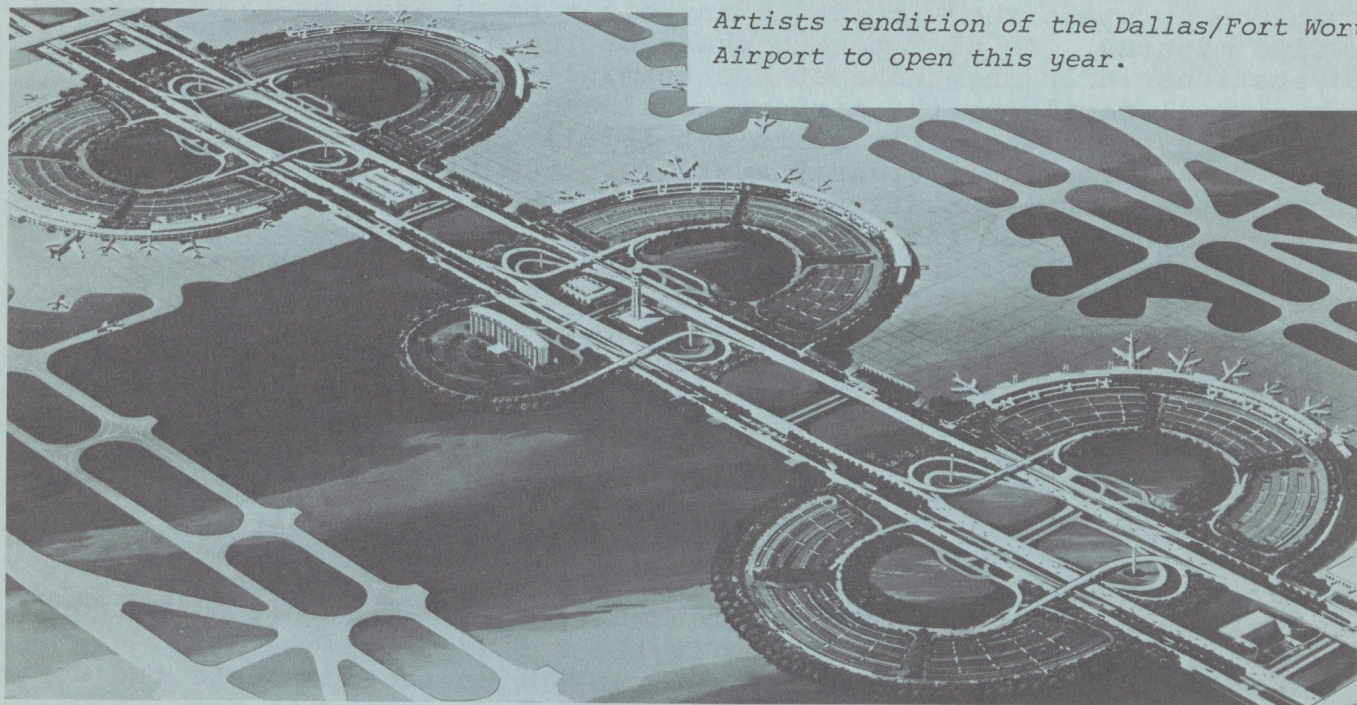
intercom

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

May 14, 1973

TRANSPORTATION WEEK MAY 13 - 19

FILLING THE NEEDS OF A GROWING AMERICA



Artists rendition of the Dallas/Fort Worth Airport to open this year.

"Today, our nation depends more than ever before on the trucks, trains, planes, barges and transportation related industries which literally keep the country moving! Secretary of Transportation Brinegar said recently and he added, "As this country continues to progress, we cannot rest with the system we have."

So to celebrate Transportation Week, let's take a look at some of the high spots to see what systems we have going for us now and what vehicles we can expect to have going for us in the future. In this way we can see what we mean by the total transportation system we're working on.

The Dallas/Fort Worth Airport is a good example of how air transportation, highways and mass transit people-movers are all brought together by careful planning.

The world's largest airport--scheduled to open this year--will be served by a super system of super highways. The airport is built around

a ten lane "spine" highway which links the facility to neighboring communities and metropolitan centers by limited access highways.

When the airport opens this year it will consist of four terminal complexes (of a projected 13) each provided with near-by convenient parking spaces. Within the airport, which covers more territory than New York/Manhattan Island, passengers and cargo will be whisked from one point to another via "AirTrans," a people-mover system developed by the Ground Transportation Division of LTV Aerospace Corp.

The system utilizes 40-passenger, rubber-tired cars that will move through concrete guideways. The electrically-powered vehicles will be programmed so that average ride time from one point on the airport to any other point will be eight to twelve minutes. In the opening phase of the airport, there will be 53 stations including those at the terminals, remote parking areas, the airmail facility, the airport hotel and the FAA control facilities.

In Cleveland they started to get it all together several years ago. The city's rapid transit system was the first and is currently the only rail transportation system in the Western world that links a major airport with the central business district in a downtown area.

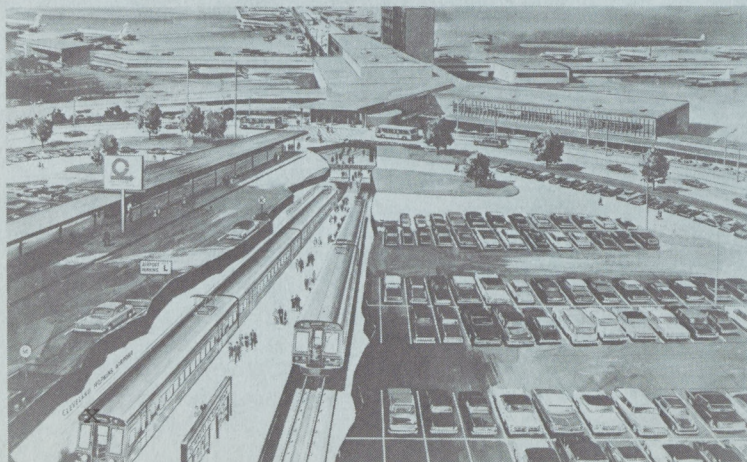
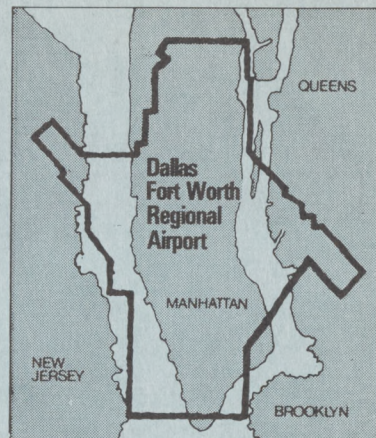
The system, which planners from around the world have come to study, runs 24 hours a day and a train arrives at the airport platform every 6 to 10 minutes. Travel time between the airport and downtown Cleveland is about 20 minutes. Normal fare on the transit is 55¢, plus an additional 25¢ for those who board the transit at the airport terminal, making a total of 80¢ fare for the ride downtown.

During 1972, approximately 12 million persons rode the Cleveland Transit with about 500,000 boarding the transit at the airport terminal.

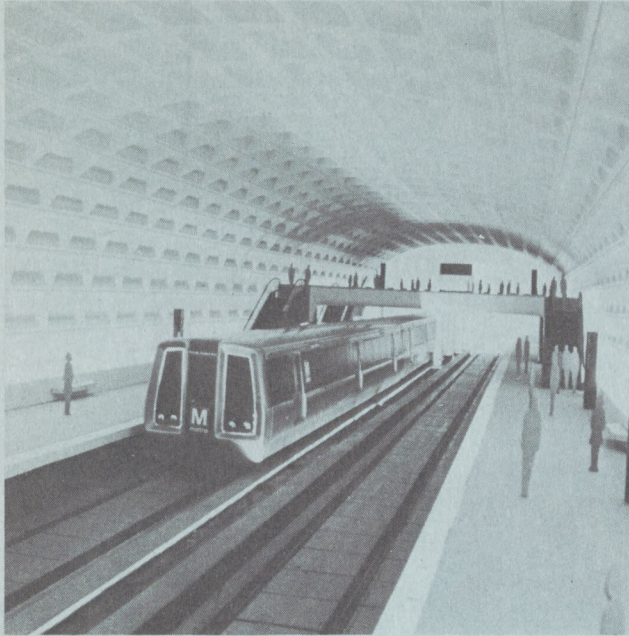
The Cleveland accomplishment was carefully noted by the seers who designed the Washington, D.C. subway system. The initial National Capital system, scheduled to open in the spring of 1976, includes a line that connects the downtown area with Washington National Airport, and a spur to Dulles International is planned for the future.

Both the Washington Metro system and San Francisco's BART--Bay Area Rapid Transit--like all other mass transit systems, should help reduce traffic on the highway.

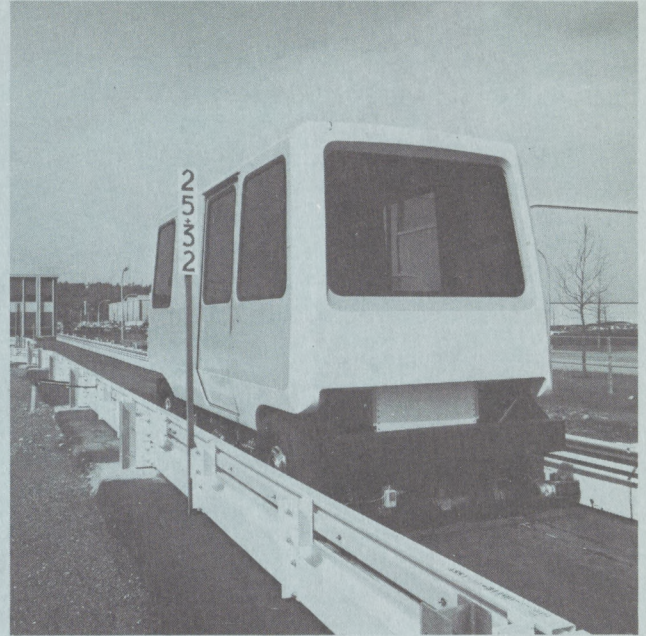
Another system that will reduce highway congestion by replacing private autos with mass transit



The Cleveland Airport/downtown rapid transit was the first to go into operation in the U.S.



Artists rendition of what a National Capital Metro station will look like as the train arrives.



A personal rapid transit system will connect West Virginia University with downtown Morgantown.

vehicles is being tested in Morgantown, W. Va. When installation and testing of the Personal Rapid Transit system (PTR) is completed, it will become the official transportation system for passengers travelling between the campuses of the University of West Virginia and the downtown area.

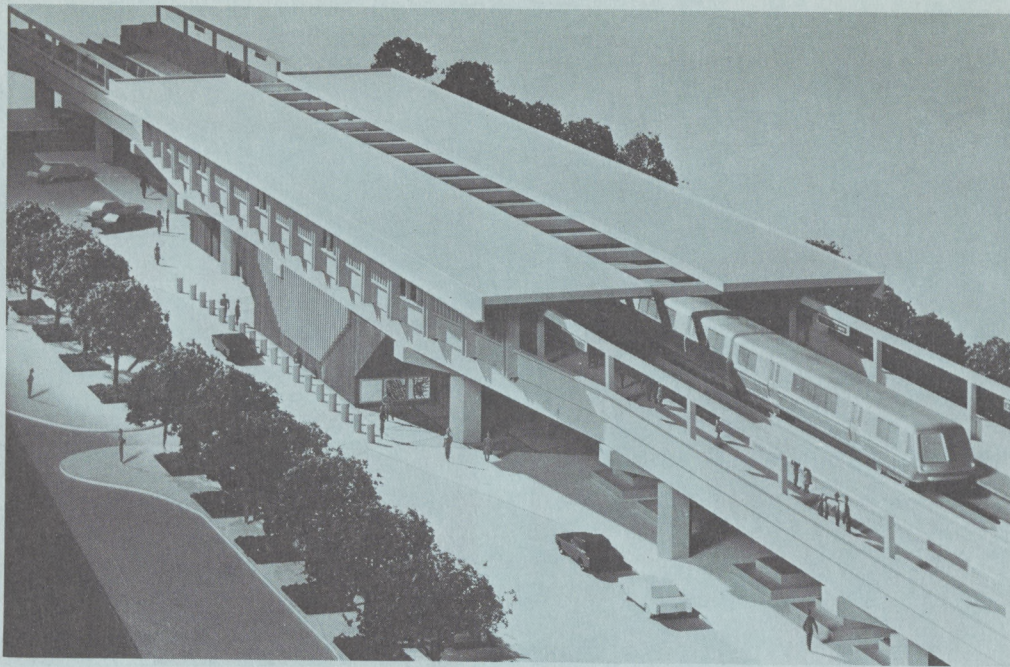
PRTs may be the wave of the future for densely populated corridors. Fully automated, the PRTs operate on the same principle as an elevator, whereby a passenger merely presses a button when he enters the PTR station and off he goes on his merry way until he reaches the station that he punched.

The Morgantown PRT vehicles have capacity for up to 21 passengers by seating 8 and having 13 standing. They cruise at speeds of up to 30 miles per hour by means of electric current provided by DC electric motors, along sophisticated guiderails. When completed and placed in full operation, the PRT at Morgantown will be the first such system to be installed in the United States.

But let's go back to BART for a moment. That is the only new total subway system to go into operation for a long time.

When the Bay Area Rapid Transit (BART) opened its gates for business in San Francisco in October 1972, it also brought on the American scene one of the most modern transportation systems to be found in any part of the world.

An important feature of BART that differentiates it from other urban transit systems is that BART is fully automated. It is generally called "the world's first computer-operated train control system." A giant central computer center coordinates the movement of trains, regulates speeds, and keeps them running at peak efficiency. The leg of the BART system that is in operation currently runs from Richmond in the Northwest to Fremont in the Southeast section of the San Francisco Bay area.



BART stations are designed to be beautiful as well as functional.

Short take-off and landing STOLports to be built above super highways, airspace reserved for STOL corridors between cities and railroad stations built to connect with metropolitan beltways are some of the ways that our transportation system is being drawn together.

At the same time, we are perfecting new components--new vehicles for new uses.

The Department of Transportation, in collaboration with Stanford University Research Institute in California, recently demonstrated a magnetic levitation vehicle that is capable of achieving speeds of up to 300 miles per hour. This is one of the most recent experiments in high-speed train technology now undergoing research that is aimed at moving masses of people to their destinations within a minimum time.

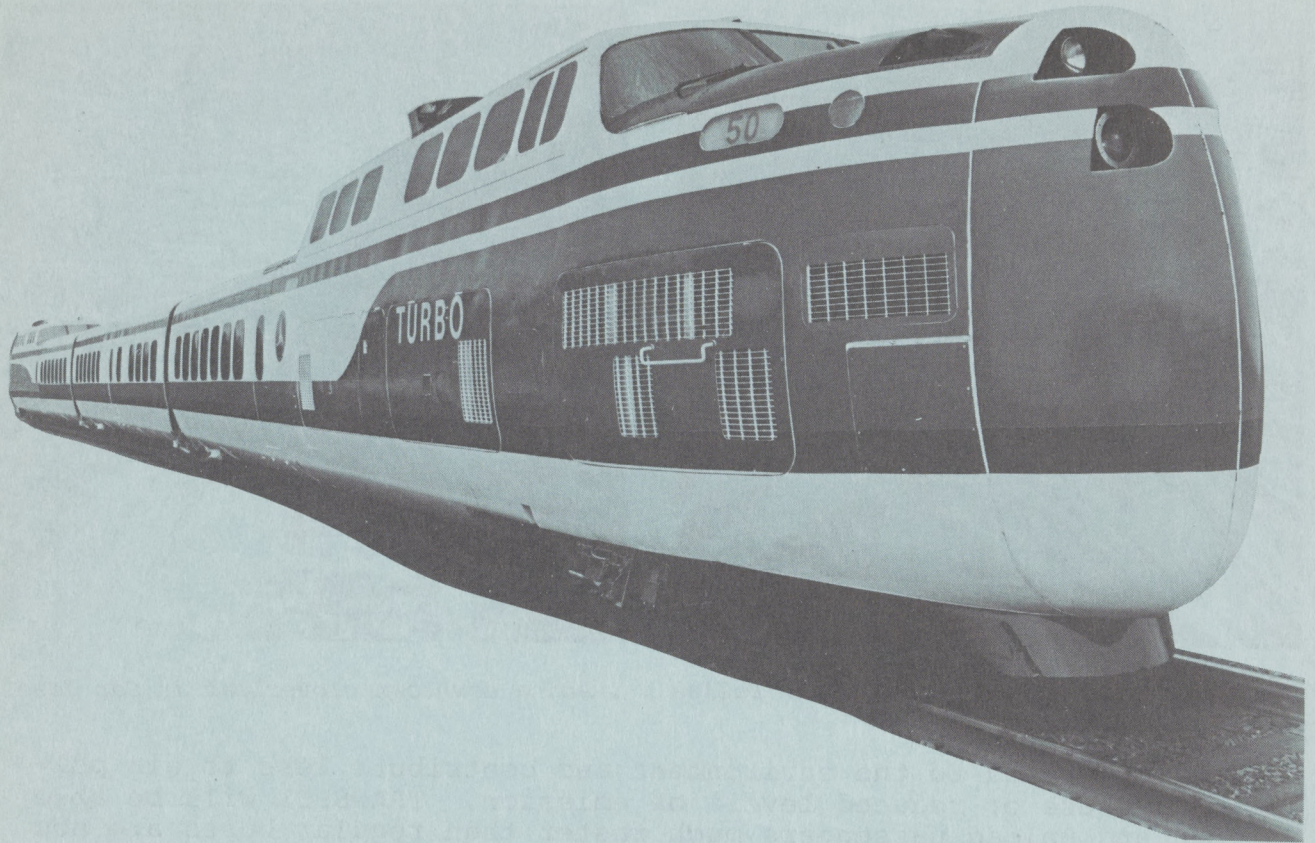
MAGLEV, as the new experiment is called, is propelled by means of chilled magnets which also cause the vehicle to levitate or float about one foot above its track as it speeds along at 300 miles per hour. Once levitation is achieved, the train is capable of attaining speeds not possible on rails due to the irregularities in the tracks.

In a much more advanced stage and now being tested is a second vehicle in the 300 mph class. The tracked air cushion vehicle is being put through its paces in Pueblo, Colo. By substituting an air cushion for steel wheels, friction is eliminated, greater speeds are attained and great economies are realized in guidway maintenance.

These are just two of the many ideas that may someday speed passenger and freight across the country at close to sonic speeds.

With all this, the tried and true methods of moving goods and people are not being forgotten.

In 1971, AMTRACK, the National Railroad Passenger Corporation was inaugurated. A number of rail passenger services were merged



into this organization and services improved to attract travellers back to the passenger train. AMTRACK refurbished a large number of passenger trains, improved eating facilities and service, and provided better schedules so that most trains once again began running on time. As a result of AMTRACK's efforts, in 1972, ridership on the railroad nationwide increased by about 13 percent.

The Federal Railroad Administration is constantly analyzing rail passenger data and making recommendations both to increase ridership on the railroad and make the railroad the kind of profitable enterprise that it once was.

Among the recent innovations in rail passenger travel has been the introduction of high speed trains in the densely populated East Coast corridor--the 140 mile an hour Boston to New York Turbo-train and the D.C. to New York Metroliner, which reaches speeds of 110 miles an hour, are both in daily service.

Similar turbo-train service will soon be commissioned on the heavily travelled Chicago to Milwaukee and Chicago-St. Louis routes.

The bus is also assuming new and modern proportions. TRANSBUS is the new name for the transit bus of the future. A bus that will usher in a new era of comfort, safety and convenience for the millions of Americans who daily commute to work within a metropolitan area.

TRANSBUS will have seating capacity for 45 to 50 passengers. The buses will be completely air conditioned and temperatures regulated and kept uniformly even. They will be fume-free in winter and summer through the improved air conditioned and exhaust systems. The buses



A full directional interchange in Dallas . . . And a downtown cloverleaf in San Jose.

will also be kind to the environment and contribute less to air pollution because of reduced levels of emission. TRANSBUS will be able to load and unload passengers much faster than regular buses are now capable of doing because of 25 percent wider and lower doors. American General Corporation, GMC and Rohr Industries recently developed three prototypes of the buses which, if found acceptable following test runs and selected by the Department of Transportation, should go into production by 1976.

For intercity, interstate and coast-to-coast buses, autos and trucks, the Interstate Highway System is nearing completion. A total of 34,393 or 80 percent of the system has been finished. Just in the past year--1972--1,405 miles of completed rural and urban highway was added to the system characterized by Transportation Secretary Brinegar as "the safest and best engineered highway network in the world."

So we're getting it all together. Piece by piece we are building an interdependent transportation system that will carry passengers from their own front porch to the front door of their destination tens, hundreds or thousands of miles away.



Produced by the Employee Communications Staff...Director, Leo I. Beinhorn; Written and Designed by Leeford Williams and Theodore N. Maher; Production Assistant, Pat Adkinson...AMN-30, Room 625, x63905.



HEADQUARTERS intercom

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

73-20 May 14, 1973

THE EYES OF TEXAS ARE ON THEM

A flying tour of the new Dallas-Fort Worth Airport, which will be the world's largest when it opens this fall, will highlight the spring meeting of FAA's Women's Advisory Committee on Aviation in Fort Worth, May 23-25. Hosting the meeting, Southwest Region Director Henry L. Newman will deliver the welcoming address to be followed by Administrator Butterfield speaking about safety in general aviation. Focusing its attention on improving the safety record of general aviation, the committee will discuss the results of the agency's accident prevention program, implementation of the new pilot training and certification regulations and the status of the flight service station modernization program.

UNDER SECRETARY

John W. Barnum was named Acting Under Secretary of Transportation following the resignation of Egil Krogh last week. Barnum was DOT's General Counsel.

MINNEAPOLIS, ST LOUIS AND TUCSON CITED

YEAR'S TOP ATC FACILITIES NAMED

For excellence in overall operating efficiency the Minneapolis Enroute Center, St. Louis ATC Tower and the Tucson Flight Service Station have been selected as the Air Traffic Facility of the Year Award winners for 1972. Selected from a list of 27 outstanding regional winners, the facilities were judged on the basis of productivity, operational errors, personnel and facility appearance, training, employee morale, public relations, security practices and improvements as well as other factors applicable to the particular facility. During the year each Minneapolis Center controller handled an average of 4,530 aircraft. At the same time the IBM 9020 computer was installed and the operational readiness demonstration was successfully accomplished more than two months ahead of schedule. The St. Louis tower ARTS III became operational during the year. In spite of the usual problems associated with the transition, controllers handled the heavy flow of (Continued on page 2)

FOR VALOR

For courageous action during last year's Hurricane Agnes, the Secretary's Award for Valor was presented to Marvin F. Switzer, an electronics engineer at FAA Headquarters, by Transportation Secretary Brinegar. Switzer was honored in ceremonies in the Secretary's office. During Hurricane Agnes last July, Switzer rescued several people from flooded homes in Manassas, Va. by carrying or swimming with them through deep and turbulent flood waters at great personal risk.

* THIS IS NATIONAL TRANSPORTATION WEEK! *

QUIET IN THE SKIES. . . Flight demonstrations of a Boeing 707 jetliner modified to reduce noise were witnessed last week by top FAA officials including the Administrator, as well as several Congressmen and a few score of newsmen who gathered in a field three and a half miles from the end of a Dulles International Airport runway. Fitted with engine coverings called "Quiet Nacelles" developed by the Boeing Co., the modified 707 averaged from 10 to 11 decibels quieter than a regular 707 provided for comparison as both planes made takeoffs and approaches in succession. This research is being carried under an FAA \$5.1 million cost-sharing contract awarded in July 1971 to determine to what extent engine noise can be reduced by modifying engines currently in use.

BEFORE AND AFTER. . . A team comprised of Headquarters and regional representatives will conduct a 10-day productivity measurement study May 14-24 at the Atlanta, Ga. FSS. The study is essential to the prototype FSS automation project and will document the facility's activity prior to installation of the automated system this fall. Once the new system has been "de-bugged" a second study will be made for comparison with the "before" study data to assess the impact of a national automated FSS system. The team will employ modern measurement techniques including work samplings, time measurements, plus a video camera to record the sequenced movements required by each position in both the present-day and the automated system.

NEW STEP FOR WAGE GRADE. . . The Civil Service Commission has issued instructions for implementing the new fourth step rate for wage grade employees covered by the new Federal Wage System. The new fourth step rates for eligible nonsupervisory and leader wage employees became effective May 13, 1973. To be eligible, the employee must have a satisfactory performance rating, and he must have completed at least 104 weeks of creditable service in Step 3 of his grade. An employee who receives the new Step 4 rate on May 13 begins a new waiting period. He must then serve another 104 weeks in Step 4 before he becomes eligible for Step 5. Most of the new five-step schedules have been issued. If a new wage schedule is not received in time for inclusion in checks covering the pay period that began on May 13, eligible employees will receive retroactive payment for the new fourth step rate. There is good news concerning payment of night shift differentials to wage grade employees. The Comptroller General has ruled that the shift differential should be paid during periods of annual and sick leave.

ATC AWARDS (Continued from page 1). . . traffic without interruption. In 1972 the specialists at Tucson provided a total of 188,504 flight services. Because of the close proximity of Mexico most flight plans required detailed and lengthy pilot briefing, and specialists were required to know about Mexican Flight Rules.

MAILGRAM, NOT CHURKENDOOSE. . . . Remember the famous combination fowl called the churkendoose -- part chicken, turkey, hen and goose, and the problems he solved? He scared away the fox. Well, today we have a combination communication called the Mailgram--part letter and telegram. Mailgrams go by wire to selected post offices in each of the 48 states. Then they are delivered as priority mail by the post office. Mailgrams sent during the business day get next business day delivery. Service is now being extended to Hawaii, Alaska, and Puerto Rico. When communicating with the public where speed and guaranteed mail delivery are essential, consider the Mailgram. It averages \$1.30 for 100 words (add 30 cents for each additional 100). It is far superior to telegrams at \$5 or \$6, with the generally slow, uncertain delivery of telegrams today. Call your local communications center for information on using Mailgrams.

HIGHER EDUCATION. . . . Long-term training appointments for school year 1973-74 were announced last week. Those chosen were: Morris J. Friloux, Headquarters, for the Air War College in Alabama; Ronald S. Hersh, Western Region, and Harold Hanson, III, Southern Region, for the Education for Public Management program at MIT for Hersh and the University of Virginia for Hanson; Frederick E. Gilmore, Headquarters, for the Industrial College of the Armed Forces in Washington; Donald B. Rock, Headquarters, the Woodrow Wilson Fellowship at Princeton; and for the Air Transportation System Specialist Program at the University of California at Berkeley, Caesar A. Caiafa, Eastern Region; Silas Shannon, Jr., Alaskan Region; Paul W. Gallagher, Southern Region; Donald W. Isaacs, Western Region; George C. Jackson, Jr., Rocky Mountain Region; and Jose R. Roman, Jr., Headquarters.

NAS CONFERENCE NEXT WEEK. . . . Final plans are being drawn up for the Fifth Annual National Aviation System Planning Review Conference to be held in Washington's Hilton Hotel next week, May 21-23. Theme for the conference for representatives from government and industry is "Partners in Progress." To be discussed at the meeting will be air traffic control, airports, short haul air transportation, navigation and landing systems, community concern, public benefits as well as plans and policy. Leading off agency speakers at the conference will be Administrator Butterfield who will address the plenary session. Other FAA speakers include Alexander B. Winick, Deputy Director of Systems Research and Development Service; Clyde W. Pace, Jr., Director of Airports Service; Jeff W. Cochran, Director of Airway Facilities Service; David J. Sheftel, Director of Quiet Short Haul Air Transportation System Office; and Louis J. Churchville, Acting Director of Office of Public Affairs. Registration is \$15 for the general public and \$5 for government employees.

Join the Payroll
Savings Plan.



Sock some away.

Take stock in America.
Buy U.S. Savings Bonds

FAA Savings Bonds girls have participated in Savings Bonds rallies at area airports and at Headquarters.

They are (from left) Jody Spann, Kathy Lawhead, Phyllis Williams, Alby Sajko, Margie Troiano, Terry Ennis, Peggy Balazik and Yvonne Cunningham.



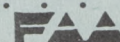
GET THE FACTS! . . . If you are one of the nation's 212 million who use alcohol, or one of the 9 million who abuse it, or one of the 20 people a problem drinker significantly affects, you owe it to yourself to become aware of the truths concerning alcohol in America. FAA's VIDICOM #19, "Here's Looking at YOU," presents guidelines on how and why not to drink; if you do drink, how to drink responsibly; and FAA's approach to problem drinking, so separate truth from fiction, learn where and how to seek help. See VIDICOM #19. Show times every hour on the hour, 10 a.m. to 3 p.m., next week, Monday, Wednesday and Thursday, May 21, 23 and 24.

JMB ELECTS AND SELECTS. . . . The Junior Management Board elected new officers and selected new members at a special meeting held May 1, 1973. The officers selected were: Charles J. Hoch, AAV-130, Chairman; Germaine M. Girard, APN-400, Vice-Chairman; and Martha J. O'Connor, AFS-12, Executive Secretary. The following JMB members were selected to serve a one year term: Michael E. Perie, AEM-100; Alan L. Armstrong, ALR-100; Donald E. Johnson, ARD-650; Judith Ann Bossen, ATR-200; Beverly E. Grymes, ACR-4; and Ellis R. McElroy, AAF-560.

TRANSPORTATION WEEK. . . . Marking National Transportation Week, this week, a DOT film showing all types of current and futuristic transportation methods for Americans on the move will be shown in the Midday Matinee, this Monday, Tuesday and Friday, May 14, 15 and 18, 12 noon and 12:30 in the third floor auditorium. The movie emphasizes the need to work out a balanced system of transportation to keep Americans going where they want to go, when they want to go.

LET YOUR FINGERS DO THE WALKING. . . . Each office and service may obtain their copies of the 1973 Washington "Yellow Pages" which will be available in the "A" level garage until May 31.

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.



service to man in flight

73-21 May 21, 1973

TOP FLIGHT INSTRUCTOR TO BE NAMED

The name of the first national winner of the Flight Instructor of the Year Award will be announced by Administrator Butterfield during ceremonies to be held in the FAA Headquarters auditorium at 10 a.m., Friday, May 25. After introducing the winner, the Administrator will present him with a silver tray as well as a certificate. The Flight Instructor of the Year program is sponsored jointly by FAA, the AOPA Air Safety Foundation and supported by other segments of the aviation industry who will present appropriate awards, including a \$1,000 award from AOPA.

NEW TOWER CHIEFS

The following people have been named air traffic control tower chiefs: Arthur Varnado, Louisville, Ky.; Walter J. Moylette, San Juan, Isla Verda; Lester Case, Minneapolis; Dean R. Cooper, Long Beach, Calif.; Loren I. Kirkeeng, Phoenix; and Donald C. Detmers, Edwards AFB, Calif.

DEDICATION IN DENVER

IMPROVE AIRPORTS, SAYS BUTTERFIELD

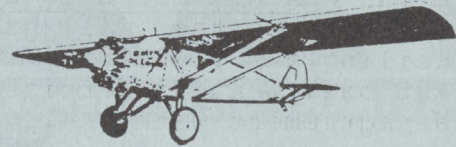
Calling for greater emphasis on modernizing and expanding existing airport facilities in order to meet the growing demand for air transportation services, Administrator Butterfield ushered in Transportation Week last Monday. Speaking at the dedication of a new FAA control tower at Denver's Arapahoe County Airport, Butterfield said, "I believe that state and local airport authorities and planning officials are placing too much emphasis upon new airport construction, and giving too little attention to modernizing and expanding existing facilities." Butterfield said the aviation community has enjoyed great success in convincing the American people of the benefits of air travel, but has failed to impress them with the need for modernizing our system of airports. As a result, he added, the adequacy of the U.S. airport network in the public mind is greatly overrated and highly misunderstood. "There is little doubt in my mind that the nation's airport system network must be intelligently expanded and very soon," he concluded.

TO THE RESCUE

Controllers who did what had to be done and did it quickly made the difference to a pilot who went down in the vicinity of Dulles International recently. The single engine light plane was on a night approach to the airport when the engine stopped. Contacting other planes in the area, Dulles Tower controllers relayed instructions from the vicinity of the downed plane to the fire rescue units they called to the scene, enabling the pilot to be quickly rescued from the swamp he had landed in.

(Continued on page 2)

46 YEARS AGO TODAY. . . Charles A. Lindbergh landed in Paris on May 21, 1927, after being the first pilot to fly solo non-stop from the North American continent to the continent of Europe. The flight from New York took him 33 hours, 29 minutes and 30 seconds.



THE STRENGTH OF BONDS. . . The first reporting period for FAA's U.S. Savings Bond Campaign shows healthy participation rates for the regions and Headquarters, but more needs to be done to reach the agency goal of 80 percent participation. Here's the percentage rundown: AAC, 89.9; AAL, 67.8; ACE, 85.2; AEA, 67.2; AGL, 73.3; ANA, 75.7; ANE, 65.4; ANW, 75.6, APC, 83.6; ARM, 72.0; ASO, 68.3; ASW, 85.9; AWE, 77.0; and Washington Headquarters, 82.5. Interest on bonds is free of state and local taxes and there are bond plans for paying for children's future college education which are also completely free of Federal income tax. Get full details from your local canvasser and sign up for easy payroll savings today.

NATIONAL BRIEFING FOR UNIONS. . . Keeping major unions which represent FAA employees up to date on national personnel policies and practices, the agency briefed representatives from six labor organizations on three important FAA programs last week. Office of Personnel officials Lou Gettman and Kay Keener, and Robert McGuigan of Manpower's Special Staff outlined, respectively, the status of the Performance Appraisal System Test, the Merit Promotion Program Study and the computerized Manpower and Personnel Information System. Unions represented were: American Federation of Government Employees (AFGE); National Association of Air Traffic Specialists (NAATS); National Association of Broadcast Employees and Technicians (NABET); National Association of Government Employees (NAGE); National Federation of Federal Employees (NFFE); and Professional Air Traffic Controllers Organization (PATCO). National briefings, supplementing those at local levels, are held as needed and unions are updated periodically on long-term programs.

OH "BROTHER". . . "Brother," the FAA motion picture about civil rights in the agency, was awarded the "Cup of Salerno Tourist Agency" award by the Italian Ambassador to the U.S. in Washington on May 17. Accepting the award, the latest in a string of prizes for the film, was Jerry Ward, director and project supervisor for the movie, of the Headquarters motion picture branch.

RESCUE (Continued from page 1). . . During the month of April, 259 flight assists were reported -- 123 by flight service stations, 93 by towers and 43 by centers. There were a total of 444 people reported on board the aircraft involved. The primary causes for the assists included 148 lost pilots, 26 low on fuel, 60 involved in weather and 73 with some type of equipment malfunction. There were 107 pilots assisted by use of radar, 98 assisted with DF, 65 with VOR orientation and 43 by the use of geographical references. Reports indicate 18 student pilots involved, 13 gear-up landings averted, 42 night assists and 17 aircraft aided by other aircraft.

HAT'S THE WEATHER GOING TO BE? ? ? An automated system that predicts what the weather will be like for the next 4 to 16 hours as far as ceiling and visibility is concerned has been developed by the National Weather Service's Techniques Development Laboratory under an agreement with FAA. Since April, the forecasts have been prepared once a day at the National Meteorological Center in Suitland, Md. They are stored in the agency's Kansas City communication facility and are available for flight planning for 22 airports in the Eastern and mid-U.S., including Washington National, New York's JFK and Chicago's Midway. The only input data needed for the forecasts are four consecutive hours of surface observations at the station for which the forecast is being made. These forecasts will provide important guidance to the National Weather Service aviation forecasters and are expected to result in improved terminal forecasts for those airports involved. The development was managed by the Weather and FSS Branch of SRDS.

PREMIUMS DOWN. . . The Civil Service Commission has announced a reduction in premium rates for over 500,000 employees and some 8,000 annuitants who carry the \$10,000 optional life insurance under the Federal Employees' Group Life Insurance Program. The reduction is effective the first pay period that begins on or after July 1, 1973. The reduction in premium means smaller amounts will be withheld from pay and annuity checks, with a resulting increase in take-home pay ranging from slight to substantial, depending on the employee's or annuitant's age. For annuitants, this will begin with the August 1, 1973, checks. Biweekly premium rates for the \$10,000 optional life insurance based on the employee's age group follow:

<u>Age Group</u>	<u>Present</u>	<u>New</u>
Under 35	\$ 1.30	\$.80
35 to 39	1.70	1.20
40 to 44	2.40	1.90
45 to 49	3.60	2.90
50 to 54	5.50	4.50
55 to 59	17.00	10.50
60 and over	19.00	14.00

AGAIN AND AGAIN FOR ARTS III. . . The latest ARTS III Automated Radar Terminal System to be commissioned is the one at Phoenix Sky Harbor Municipal Airport. The operational readiness demonstration was successfully completed last month. This brings to 54 the number of ARTS IIIs now operational. A total of 64 of these systems were ordered under the UNIVAC contract in February 1969. Of these, 61 are for installation at major hub areas while three are to be used for training, software assembly and research and development. The final system is expected to become operational at San Francisco/Oakland in March 1974.

SOARING. . . Flight Standards Service is presenting another exciting film on flying courtesy of American Sportsman. "Soaring," which stars actress Susan Oliver and instructor George Tweed, puts you right in the cockpit as they fly the Schweizer SGS-2-33 in beautiful Apple Valley, California. This 26 minute color film will be shown at 11:30 a.m., 12 noon and 12:30 p.m. on Tuesday, May 22, in the third floor auditorium.

"HERE'S LOOKING AT YOU". . . Are you aware of the truths concerning the nation's and perhaps your own alcohol habits and FAA's approach to problem drinking? If not, get the facts. This is the last week to see VIDICOM #19, "Here's Looking At YOU," with showtimes every hour on the hour, 10 a.m. to 3 p.m., this Monday, Wednesday and Thursday, May 21, 23 and 24, in the third floor auditorium.

MERIT PROMOTION PLAN. . . The Personnel Operations Division invites all Headquarters employees to attend an information session on the Merit Promotion Plan to be held in the auditorium on Tuesday, May 22, from 10 to 10:30 a.m. It is hoped that as many employees as possible will attend. Individual staff members from the employment branch will be discussing various aspects of the Merit Promotion Plan as it affects employees.

RICHARD MATTERS. . . Richard P. Matt, versatile member of the Police Branch at Washington National Airport, has been named for inclusion in the 1972-73 edition of "Who's Who Among Students in American Junior Colleges". He received the honor based on his academic achievement at Northern Virginia Community College, leadership in extracurricular activities, and future promise. As an FAA employee since May 1970 he has provided not only incentive but deserved recognition for an otherwise busy and short-handed law enforcement branch.

AWARDS AND REWARDS. . . The Systems Research and Development Service granted a Quality Within-Grade Pay Increase to Josephine Spann and Special Achievement Awards to Larry Carpenter and Camille Barruto, the latter based on outstanding performance. The Associate Administrator for Manpower presented a Quality Within-Grade Pay Increase based on outstanding performance to Donald F. Braun. Dulles International Airport presented Quality Within-Grade Pay Increase Awards to Charles M. Wiggs, Clarence F. Huey, Jr., Patricia M. Grimes, Sloan M. Knecht and Doris K. Poston; Special Achievement Awards to Selma L. Cockrell, William L. Gillespie, Roland W. Chapman, Leonard B. Donovan, Robert E. Simpson, Clayton E. Hagan and William L. Henry; and Beneficial Suggestion Awards to Frank G. Thorpe and Robert E. Simpson. 30-year Length of Service emblems were presented to John H. Kerr, Robert E. Swank, Ashton N. McKenney and Robert B. Smithes; 25-year Length of Service emblems were presented to James L. Griffin, William O. Mills, Thomas O. Rogan and Floyd L. Dickerson. The Office of Air Transportation Security presented a Quality Within-Grade Pay Increase to Thomas E. Reeves, and 30-year Career Service pins to Albert L. Butler, William J. Dailey, and Virgil L. Krohn.

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HEADQUARTERS intercom

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

73-22 May 29, 1973

NEW CHIEF

FOR PUBLIC AFFAIRS

Louis J. Churchville, a former Air Force fighter pilot and career public information officer, has been named Director of Public Affairs for FAA. Churchville, 52, had been Associate Director of the Office of Economic Opportunity in charge of Public Affairs since May 1970. After serving with the Air Force in a variety of public affairs posts in the U.S. and abroad, he was named senior information officer for the Air Force in Vietnam in 1967. He won two Distinguished Flying Crosses in WW II combat missions and has been awarded the U.S. Legion of Merit five times. He also holds several other decorations from the U.S. and other nations.

SMITH OF DALLAS IS INSTRUCTOR OF YEAR

Administrator Butterfield presented Thomas M. Smith of Dallas with a trophy and certificate last week as the first Flight Instructor of the Year to be named in a national competition sponsored jointly by the agency and the Aircraft Owners and Pilots Association.

ALL 496 MEET DEADLINE

AIRPORTS CERTIFIED NATIONWIDE

Meeting a May 20 deadline, FAA has certificated 496 airports which serve the scheduled airlines throughout the country. Agency officials said the program was marked by "really good cooperation by the airport and aviation industry." Certification, which was required by an FAA rule finalized last June, is aimed at improving safety at airports by calling for crash/fire/rescue (CFR) equipment, emergency plans, marking and lighting of operations areas and other safety features. Approximately 250 of the airports received an exemption from some of the requirements, but all exemptions run out within a certain time, most within a year. About half the exemptions are for CFR equipment which is costly and could not all be supplied by manufacturers by the deadline. A second group of some 200 airports serving other than scheduled airline operations will be provisionally certificated by July 5. These airports may request an extension until May 21, 1974 if they guarantee that safety will be maintained at least at current levels. In the meantime, they must submit schedules showing how they plan to meet safety requirements.

TIME ON AVIATION'S SIDE

"What is needed is a concerted, coordinated industry-wide, nationwide campaign to effectively and objectively counter aviation's misinformed detractors," said Administrator Butterfield in remarks to the Fifth Planning Review Conference last week in Washington. He added, "Time, I believe, and an increasing industry-manufacturer-user awareness of the environmental issues facing us are on our side." Butterfield also highlighted FAA's great strides in its automation programs, and the improving aviation economy.

RADIATION MEASURED IN AIRCRAFT. . . . Radiation levels in aircraft carrying shipments of radioactive materials were measured this month at Chicago=O'Hare and Boston=Logan Airports by graduate students in a joint DOT=Atomic Energy Commission project. Students from Northwestern and Harvard Universities measured radiation levels in passenger and crew compartments of scheduled aircraft after radioactive materials, which are used largely for medical diagnosis and treatment, were stowed in the cargo compartments. The results of the study will be combined with data from a previous FAA study on radiation levels in aircraft to calculate the average annual radiation exposures received by passengers and crew and the maximum exposure which one person could receive. The information will be used to determine the adequacy of present DOT and AEC rules on shipment of radioactive materials.

Join the Payroll Savings Plan.



Sweeten your savings.

Take stock in America.

Buy U.S. Savings Bonds

THE STRENGTH OF A BOND. . . . Have you heard the age-old saying, "I can save without buying bonds"? Well, Vice Chairman of FAA's U.S. Savings Bond Campaign Bertrand M. Harding has heard it also. The Associate Administrator for Manpower's response is, "Can you? How much money have you saved in the last five years? In the last year? And at 5.5 percent interest? Think it over-- then save the easy, profitable way by buying bonds through the payroll savings plan."

THIS IS CONFIDENTIAL. . . . It's time again to get ready to submit the annual supplemental statement, which is required from all employees who submit a Confidential Employment and Financial Interest Statement. Supplemental statements, due by July 31, update the Confidential one, which is designed to ensure that employees do not become involved in conflicts of interest. Paragraphs 4 and 8 of FAA Order 3750.3A contain more information on these statements, as well as on the yearly requirement of supervisors to call employees' attention to standards of conduct while serving the agency.

ANNUITY EXPLAINED. . . . A rise in the Consumer Price Index (CPI) has resulted in an automatic 6.1 annuity increase for Federal Service retirees effective July 1, as reported in last week's GENOT. The GENOT said it would be "generally advantageous" for eligible employees to make their retirement effective as of June 30, which is a Saturday this year. However, for those employees whose workweek does not include Saturday, and therefore are not paid on Saturday, it will be to their advantage to retire on the close of business June 29, Friday, in order not to lose their annuity pay for the next day, June 30. Eligible employees whose workweek includes Saturday should retire on the close of business June 30 to assure full salary through June 30.

COOLING THINGS WITH A UCR. . . . Five electronic technicians at the Santa Barbara Sector Field Office got hot around the collar from lack of air conditioning which had been requested for ten years. The requests said that inside temperatures at the Santa Barbara and Gaviota, Calif. VORTAC facilities reached 85 to 110 degrees anytime from May to October. An Unsatisfactory Condition Report (UCR) submitted jointly by the technicians spelled out safety hazards to technicians working on equipment carrying up to 24,000 volts, resulting in 25 to 50 percent lower working efficiency and seriously affecting the equipment, causing premature part failures. As a result of the UCR, it was found that the facilities met the criteria for air conditioning, and installation is now underway by the Western Region. Moral of the story: Don't stay hot and bothered with a problem when a UCR may cool it.

DEATH OF A PROGRAM. . . . Could your program survive if its key records were destroyed by fire, flood, earthquake, vandals, or theft? Many operations cannot afford the expense, or delay, or sometimes impossible task of reconstructing vital records. For starters, consider all who would be affected, and the problems involved, if our master payroll data were destroyed. During June FAA will be reporting to GSA the status of all vital record protection plans. Are your vital records adequately covered in the plan? See your Records Officer if you are not sure.

ICAO SEEKING APPLICANTS. . . . The following assignment is now available with the International Civil Aviation Organization (ICAO). MONTREAL = PC=3/73, 2 years: Language Officer (Interpreter/Reviser), P=4 (GS-13/14). French mother tongue, or the language used for the purpose of education. Demonstrated ability to interpret into French from English and Russian. Ability to interpret also from Spanish would be an asset. Ability to write and revise French translations, with a thorough knowledge of syntax and stylistics. A profound knowledge of English and Russian is essential, and a sound working knowledge of Spanish would be an asset. Applications due in AIA-29 by June 25, 1973. Additional information about duties, qualifications, salary and applications is available at your Manpower Division. FAA employees accepting ICAO assignments are entitled to restoration rights.

FAA WORLD FOR JUNE IS BUSTIN' OUT with great patio reading. Read how "Up, Up and Away" drifted 123 balloons over Albuquerque in the first balloon championship meet... "ARTS for Controllers' Sake" tells about the alphanumeric coming into the cabs of low- and medium-activity towers... Ever since the Dowling College story (December 1972), many have asked for more info; "College Days Beckon FAAers" wraps up what's going on around the country... Center controllers got in on "Designing the Scope" so alphanumeric will do what they want them to... "They Watch By Night" is the story of a FIDO that has to work nights... A team of controllers found that "Caring Means a Lot" when they became foster parents... As ever, you'll find Direct Line, Mobility Gulch, Faces and Places, Like It Is and Faables.

TRY AN INTERNATIONAL EXPERIENCE. . . Families in the Washington D.C. area are invited to participate in the International Students Exchange program by sharing their homes with students from Mexico (mostly boys) ages 12 - 16 years, from July 6 to Aug. 28. The students come from good homes and want to practice English and learn about our way of life as members of hosting families. For more information call: Joan Gibson, 273-7911.

THANKS TO YOU. . . Thanks to the cooperation of FAAers who participated when the Red Cross Bloodmobile recently visited Headquarters, we are 80 units closer to our June 30 goal. This leaves us 78 units short of our 500 unit quota. So roll up your sleeves and help keep the blood donor program running efficiently in FAA. The Red Cross bus picks up donors every Thursday at the FAA building--give the gift of life.

"JUNE PERSPECTIVE". . . VIDICOM #20, "June Perspective," gives FAAers an opportunity to see a new concept in two-way communications through TELECON, a televised phone conversation where employees in the field sit down and get some straight answers from Headquarters. For those who may be thinking of calling it a career, there is an informative segment on retirement which includes info on the new annuity increase. Other features include "Airports Mean Business" and Direct Line questions and answers. Show-times in the third floor auditorium every hour on the hour are 10 a.m.-3 p.m., Monday, Wednesday and Friday, June 4, 6 and 8, and Monday, Wednesday and Friday, June 11, 13 and 15.

FEW JUNE MEETING. . . The Federally Employed Women's organization will hold their June chapter meeting in the Treasury Department cafeteria on Wednesday, June 13. On the agenda are the election of the 1974 Chapter officers and a report on agency visits. Dinner, which costs between \$2.25 and \$3.00 will be served at 6:15 and the meeting will begin at 7:15, ending at 9:00 p.m. To make reservations contact Marsha Hughes on 964-2736 or 184-2736 by Monday, June 11.

AWARDS AND REWARDS. . . The Office of Management Systems presented Quality Within=Grade Pay Increases to Harriet Boswell and Larry Slough (both based on outstanding performance), Peter Kovalick, Samuel Pendleton, and Carlos Segarra; and a Special Achievement Award to Anthony Callanan. Airway Facilities Service presented Quality Within=Grade Pay Increases to Arthur Prigal (based on outstanding performance), Fred E. Gilmore, Harry Fonoroff, Anthony J. Froelich, Jr. and Frieda G. Johnson; and Special Achievement Awards to Paul Bagley, James O. McManus and William Statter. A Length of Service Emblem was presented to Raymond G. Smith for 40 years of service.

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HEADQUARTERS Intercom

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

73-23 June 4, 1973

CAMI FELLOWS

The Aerospace Medical Association elected two FAA scientists as Fellows at its annual meeting last month. J. Robert Dille, MD, Chief of the Civil Aeromedical Institute (CAMI) in Oklahoma City, and two CAMI scientists, Michael T. Lategola, PhD, and William E. Collins, PhD, were named for outstanding contributions in the field of aerospace medicine.

LETTERS WE LIKE TO GET

After reading the INTERCOM item "Barbecuers Beware" in a recent April edition, a Northwest Region employee wrote: "I really appreciate your timely tip...In about three days I could have been found using an old refrigerator shelf on my barbecue, so your article may have saved my life. Thanks again."

CE--NEW HOURS

The Central Region Office is happy to announce --new office hours. Effective June 10, hours will be 7:45 a.m. to 4:15 p.m., central time. Present hours are 8 to 4:30.

ALL REGIONAL WINNERS DO WELL

FORT WORTH NAMED TOP AF SECTOR

With all 11 regional candidates in a very close running for the top spot, the Fort Worth, Tex. Airway Facilities Sector has been named Sector of the Year for outstanding performance during 1972. Tied for second place were the Leesburg, Va. (Washington ARTCC) AF Sector and the San Francisco AF Sector. The national award plaque will be presented by J. W. Cochran, Director of the Airway Facilities Service, to the Fort Worth AF Sector at ceremonies in the Southwest Region during the week of June 10. Each member of the sector will also receive a personal certificate of accomplishment. The major theme emphasized in evaluation was productivity. All regional winners (see INTERCOM, May 7) represented the highest standards of performance in providing essential service to the flying public and maintaining safety and reliability of hardware in the National Aviation System.

PATCO HEARS FROM ADMINISTRATOR

Calling the air traffic system in the U.S. the "world's finest and safest," Administrator Butterfield told members of the Professional Air Traffic Controllers Organization (PATCO) he is counting on their cooperation and support to assure that this fine record is maintained. Of particular significance, Butterfield said at PATCO's convention in New York City last month, is the recently approved FAA-PATCO agreement which recognizes the union as the sole bargaining unit for more than 15,000 controllers in airport control towers and enroute centers. "It represents a major effort on the part of FAA and PATCO at the bargaining table to correct personnel problems (Continued on page 2)

BUTTERFIELD TALKS TO PATCO (Continued from page 1). . . and resolve other management/labor differences," he said. Touching on a number of other topics, Butterfield continued, "I know of PATCO's great interest in radar simulation devices for training controllers. Unfortunately, the acquisition of radar simulators has not proceeded on the schedule that the agency had hoped to achieve." He added, however, "We have already begun the reprocurement of simulators and we are planning to award a contract toward the end of this calendar year...so there should be no significant delay in the delivery of the first simulators."

AIRCRAFT LANDING FACILITIES REGISTER GAINS IN 1972. . . The number of aircraft landing facilities in the U.S. showed a net increase of 335 in 1972 with a year-end total of 12,405 according to a recent FAA report. Included in this total were 10,846 airports, 1,098 heliports, and 461 seaplane bases. Also covered were 42 airports in U.S. possessions or territories, of which 27 were in Puerto Rico, four in the Virgin Islands, and 12 in the South Pacific. This increase was achieved despite abandonment of 435 landing facilities during the year. Texas continued to lead all states with 1,167 landing facilities, followed by Alaska, California, Illinois, Ohio, Pennsylvania, and New York, respectively. Of the national total, 4,481 landing facilities are classified as publicly owned; 7,924 are privately owned and operated. Of the privately owned facilities, 4,920 are closed to the general public.

WOMEN ON THE MOVE. . . Women are moving up in the Federal government, both in numbers and GS level, according to a Civil Service study. From Oct. 1971 to Oct. 1972, women accounted for almost 9,000 or 58 percent of the gain of 15,360 in Federal white-collar employees. Women at the GS-13 level and above increased their percentage of the total work force by .1 percent. Women in professional, technical and administrative occupations increased by 2,204, or 2.1 percent. The medical, hospital, dental and public health occupation group showed the most significant progress in employment of women for the second straight year, up by 4,355.

GET THE CODE CORRECT FOR TRAVEL. . . Travellers who use GSA vehicles are required to sign GSA Form 312, Daily Motor Vehicle Trip Ticket, and enter FAA appropriation Cost Center and Fiscal Program Codes in the Bldg/Acct No. and Project Number blocks in the lower right hand corner of the form. Use only the first 11 numbers and/or letters in the code. Samples of codes to be used are:

301.0/3040/AEO/	2111
330.0/1350/TAI/	2111

Use bracketed codes only. Retain the duplicate GSA Form 312 and turn it in with your travel voucher.

OH SO CLOSE. . . Here's the box score for regional and Headquarters participation rates in the U.S. Bond Campaign as of May 25: AAC-92.8; AAL-69.8; ACE-86.8; AEA-68.7; AGL-76.8; ANA-78.8; ANE-68.5; ANW-80.0; APC-87.1; ARM-77.0; ASO-76.9; ASW-87.8; AWE-80.3; Washington Headquarters-85.3. The Bond Campaign is over, but the final report on participation is still to be issued. The agencywide rate stood at 79.7 in this tally, and the goal is 80 percent participation. Keep your fingers crossed for the next report when we hope to go over the top!

ICAO SEEKING APPLICANTS. . . The following assignments are now available with the International Civil Aviation Organization (ICAO). LIMA - PC-4/73, 2 years: Technical Officer, RAC/SAR, P=4 (GS-13/14). PC-5/73, 3 years: Technical Officer, RAC/SAR, P=3 (GS-11/13). Command of Spanish and a good working knowledge of English essential. A working knowledge of French or Russian desirable. DAKAR = PC-6/73, 3 years: Deputy Representative, P-4 (GS-13/14). Command of English and French essential, and a working knowledge of Spanish or Russian desirable. BANGKOK - PC-7/73, 3 years: Technical Officer, Operations, P-4 (GS-13/14). Applications due in AIA-29 by June 29, 1973. Additional information about duties, qualifications, salary, and applications is available at your manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.

LOTSA PAPER. . . Document services from the NAS Documentation Facility at NAFEC will be suspended for two weeks, from May 30 to June 15, while the facility moves into larger quarters. During the past several years the facility has been sending about 1,500 documents each week to field offices throughout the agency. While the move to a bigger building is underway, emergency requirements for documents will be handled.

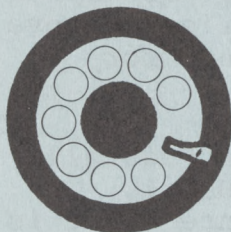
WOMEN TO MEET. . . The fourth annual national conference of Federally Employed Women (FEW) will meet at the Statler Hilton Hotel, Washington, D.C., on July 6 and 7, 1973. The conference theme is The Federal Women's Program Revisited. The cost of the conference is \$25.00 for FEW members and \$30 for nonmembers for reservations made prior to June 15. Further information is available from the National Office of FEW, Suite 621, National Press Building, Washington, D. C. 20004.

LETTER OF APPRECIATION. . . The widow of Allen D. Hulen, former region director who died of cancer recently, wrote to Administrator Butterfield saying: "It was so kind and thoughtful of you to write me at this time...Your expression of sympathy is greatly appreciated. Will you kindly express my thanks and that of my family to the FAA for their contribution to the American Cancer Fund; also for the many letters, cards and telephone messages while my husband was ill. This was a great comfort to us and to him, to know that so many friends were thinking and praying for him."

A NEW OUTLOOK. . . . For a new outlook on two-way communications, retirement and what an airport can do for a community, FAA's VIDICOM #20, "June Perspective" brings it all into focus. TELECON is a televised phone conversation where field employees get straight answers from Headquarters. If the annuity increase has you thinking, then the informative segment on retirement is for you. A new airport can revitalize a town. To find out how, see the "Airports Mean Business" portion of VIDICOM #20. There is also the regular Direct Line feature. Showtimes in the auditorium are 10 a.m. - 3 p.m., this week, Monday, Wednesday and Friday, June 4, 6 and 8, and next week, Monday, Wednesday and Friday, June 11, 13 and 15.

MOVING UP. . . . Four Headquarters FAAers who successfully completed the Air Traffic Controller Examination offered by the Office of Civil Rights are on their way to the Aeronautical Center for 17 weeks of training. After completing the course, the four will report to facilities in the Eastern Region for on-the-job training. John Mouat and Rosetta Moore will report to Dulles Tower, Gail Grover to the tower at Friendship International Airport and Laura Tannozzine will report to the tower at Andrews Air Force Base. The air traffic controller trainee program is just one of the upward mobility programs offered by the agency to give FAAers an opportunity to go into technical fields. Times and dates of future examinations will be announced in INTERCOM.

WHAT'S NEWS?. . . . Do you feel left out when your friends discuss the latest FAA happening, what's showing in the auditorium, or what culinary delights are being served in the cafeteria? Do you wonder where they get their information? Well, now you know! It's INTERCOM Broadcast Briefs, x63232 on your telephone dial. For the latest FAA news, local weather and, of course, the day's lunch menu, that's IBB, x63232. You'll never feel left out again.



RESTRICTED CLINIC SERVICES. . . . Due to the absence of professional personnel as a result of illness and the coming of the vacation season, routine service in the Washington medical clinic, room 327, will be restricted during the next few months. Every effort will be made to perform those examinations which are necessary as a job requirement. Emergency services will continue to be provided.

AWARDS AND REWARDS. . . . The Logistics Service presented Length of Service Awards to Charles Biggs, Joseph Crist, John Fields and Rose Hochstein, 30 years; and Dan Alperin, Alan Gebhardt, Icie Goodwin and Malcolm Johnson, 25 years.

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; Production Assistant, Jackie Martyn...AMN=30, Room 625, x63905.

SPECIAL

Intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

June 6, 1973

MERIT PROMOTION PROGRAM UNDER STUDY

The Office of Personnel is beginning a study of the agency's Merit Promotion Program and is seeking ideas to improve the MPP from as many employees as possible through questionnaires, personal interviews and the space on the back of this Special INTERCOM.

Here is a message about the study from George Reeves, Director, Office of Personnel:

Over the past few years, employees and supervisors have expressed a growing concern over problems they have encountered with the agency's Merit Promotion Program. As you may recall from an article in the Jan. 29, 1973 INTERCOM, the agency is undertaking an intensive study of the Merit Promotion Program during which we hope to actively involve employees, supervisors, unions, and manpower and management personnel in the identification of problems and their possible solutions. The study and a draft order revising MPP should be completed within 18 months.

During the course of the study, we will be considering: 1) the potential uses of the computerized Manpower and Personnel Information System (MPIS) in speeding up Merit Promotion and ensuring consideration of all qualified applicants; 2) the impact of new Civil Service Commission regulations which we expect will be issued this year, simplifying guidance on Merit Promotion; and 3) ways to improve, simplify and speed up our current system.

During the next few months many of you will be receiving a questionnaire to fill out concerning the Merit Promotion Program. In addition to questionnaires, some employees will be asked to participate in personal interviews.

Although the total number of employees in the agency is too large to permit distribution of the questionnaires to everyone, over ten percent of the work force will be contacted through this means and through interviews. To gather still more information and as many viewpoints as possible, we are using this Special INTERCOM to solicit your suggestions for improvement of the Merit Promotion Program.

If some specific problem in the operation of the current program has been bugging you, and you can suggest a possible solution, please let us know.

If you describe the problem and your suggested solution, we promise to read what you say and give it objective consideration. Just fill out the other side of this INTERCOM and send it to the address shown at the top of the page. You need not sign your name.

We appreciate the cooperation, thoughtfulness and support we know FAA employees will give this study. Periodic progress reports on the study will be provided in INTERCOM.

RETURN TO:

Office of Personnel
Personnel Staffing and Benefits Division
APN-200
Federal Aviation Administration
800 Independence Ave., S.W.
Washington, D. C. 20591

29400



HEADQUARTERS intercom

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

73-24 June 11, 1973

GEORGE GARY TO RETIRE

Eastern Region Director
George M. Gary will retire on June 29 after 33 years of Government service including 27 with FAA and predecessor agencies. He has been director of the Eastern Region since 1967 and was director of the Alaskan Region for two years before that. He joined the CAA as an airport engineer in Austin, Texas in 1946, and he held similar positions at various locations until 1957 when he was appointed Supervisory District Airport Engineer at Los Angeles. He was named Chief of the Airport Division in the Southern Region in 1961 and subsequently rose to the position of regional director. He served in the Army for six years during World War II, entering the service as a Lieutenant and discharged as Lt. Colonel. During his career with the agency Gary was twice nominated for Princeton Fellowship awards and nominated for the Rockefeller Public Service Award. He has graduated from the University of California with a B.S. in engineering.

CENTER AUTOMATION ENTERS PHASE II

3-D RADAR BEGINS AT LOS ANGELES

A new era is expected to begin in the Los Angeles and Kansas City enroute Centers this week when a computer-driven radar display capable of showing identity, altitude and altitude change information for aircraft goes on the line. These two centers are scheduled to be the first of 20 centers serving the contiguous United States to achieve initial operational capability with these systems. The information is presented in the form of electronically-generated data tags which follow the related aircraft target or "blip." Controllers in the Los Angeles and Kansas City Centers will spend the next few months learning how to use the new equipment efficiently. Both systems will become fully operational late this year. Radar data processing is Phase Two of FAA's center automation program and is scheduled to be fully implemented at all 20 locations by mid-1975. The Oakland and Indianapolis Centers are next in line, with 11 centers scheduled to reach this level by the year's end. The first phase of the enroute automation program was completed last February when the Memphis Center joined the other 19 centers in a nationwide computer network for the automatic transfer of flight data from one facility to another.

AIR CARRIER FATALITIES DOWN

There were nine less fatalities in U.S. air carrier crashes in 1972 than in 1971, according to a recent report issued by the National Transportation Safety Board. Of the total of 60,275 transportation deaths suffered in 1972, only 190 were attributable to U. S. air carriers. (Continued on Page 3).

HAS MANAGEMENT IMPROVED? . . . A survey is now underway and will continue throughout the summer months to evaluate the effectiveness of the agency's efforts to improve the quality of supervision and management in the FAA and to assess the impact of the Management Training School (MTS). The Aviation Psychology Laboratory of the Civil Aeromedical Institute (CAMI) has developed survey questionnaires and will direct administration of the survey in several metropolitan areas. The survey will be open to FAA personnel at all supervisory and employee levels in the selected locations. Participation is completely voluntary and strict confidentiality will be maintained. The survey will also provide information on FAAers attitudes toward the role of the supervisor/manager in the FAA, the MTS concept, and the influence of MTS on the work environment.

INSTRUMENTS GONE, HE GETS ARTS-FUL ASSIST. . . . ARTS III equipment was used by Salt Lake City Tower controllers recently to help land a light twin beset by instrument problems. The pilot had lost his altitude, airspeed and rate of climb and descent indicators. But FAA controllers picked up the plane's speed which was written out electronically on the ARTS III scope and radioed this information to the pilot. Alert controllers also turned up all airport lighting aids as the plane approached the runway, and the twin with a total of four persons on board landed safely. The pilot's comment: "Those controllers did a helluva job." During the month of May, 242 flight assists were reported--121 by flight service stations, 89 by towers and 32 by centers. There were a total of 417 people reported on board the aircraft involved. The primary causes for the assists included 148 lost pilots, 24 low on fuel, 47 involved in weather and 62 with some type of equipment malfunction. There were 89 pilots assisted by use of radar, 118 assisted with DF, 45 with VOR orientation and 44 by the use of geographical references. Reports indicate 23 student pilots involved, 28 gear-up landings averted, 32 night assists and 18 aircraft aided by other aircraft.

TCA IN TEXAS. . . . FAA has announced that a terminal control area (TCA) will be established at the new Dallas-Fort Worth Regional Airport on September 30. To operate in the TCA, pilots must have an air traffic control clearance and follow ATC instructions. Aircraft sequencing and separation service will be provided by the FAA air traffic control radar facility at the new airport. Minimum aircraft equipment requirements for operating in the TCA are a radio navigation receiver, two-way radio communications equipment, and a radar beacon transponder to enhance radar signal reception and assist in aircraft identification. Dallas-Ft. Worth is the ninth major terminal to receive TCA protection. The others are Atlanta, Boston, Chicago, Los Angeles, Miami, New York, San Francisco and Washington.

EARLY RISERS IN NEW ENGLAND. . . . Office hours for the New England Regional Headquarters were changed effective this week from 8:30 a.m. to 5:00 p.m. to 8:00 a.m. to 4:30 p.m. However, hours of duty for the chiefs and administrative staffs of field offices and facilities will remain 8:30 a.m. to 5:00 p.m.

AIR CARRIER FATALITIES DOWN (Continued from Page 1). . . In 1971 there was a total of 199 fatalities. General aviation fatalities increased slightly, from 1,322 in 1971 to 1,357 in 1972. Highway deaths reached an all-time high in 1972--some 56,300. Recreational boating showed a downturn from 1971's 1,582 deaths to 1,437 in 1972. Commercial marine and railroad fatalities also showed decreases.

THE COST OF LIVING. . . The Civil Service Commission has announced that cost of living allowances for Federal white-collar employees will continue at last year's levels in Alaska, Hawaii and the Virgin Islands. The rates of base pay for the allowances are: Alaska, 25 percent; Hawaii, 15 percent; and Virgin Islands, 5 percent. The allowance for Federal white-collar workers in Puerto Rico has been increased from 5 to 7.5 percent, effective May 26. The allowances are figured from comparisons with living costs of comparable workers in Washington, D.C. Cost of living allowances for Federal Wage Grade and other blue-collar workers are not authorized, since their salaries are keyed to prevailing rates in the areas of their employment. The CSC also announced a reduction in the "post differential" of Federal employees in Guam. The current rate of 25 percent will be reduced to 22.5 percent after Jan. 1, 1974 and to 20.0 percent after Jan. 1, 1975. Post differentials will not be changed in American Samoa, Wake Island, the Midway Islands, Canton Island and Johnston Island (all 25 percent).

OUR BONDS RUNNETH OVER. . . The agency topped its goal of 80 percent participation for this year's U.S. Savings Bond Campaign with a final rate of 81.0 percent agencywide. And here's the final tally for the drive, which lasted from May 1 to June 1: AAC-93.3; AAL-71.1; ACE-89.7; AEA-71.3; AGL-79.0; ANA-81.4; ANE-72.3; ANW-82.9; APC-89.3; ARM-81.0; ASO-81.4; ASW-89.7; AWE-82.2; AEU-75.8; and Washington Headquarters-86.2. Well done to all!

AIR TRANSPORTATION OF HANDICAPPED. . . FAA is considering rule-making to assure more equitable treatment of physically handicapped persons in air transportation. In an advance notice to the aviation industry and the public, the agency pointed out that the biggest problems are related to evacuation of an aircraft in an emergency, such as a survivable crash followed by fire or a ditching at sea. Noting that there is currently a lack of uniformity among airlines and air taxis in transportation of the handicapped, FAA indicated a desire to develop a standard for the maximum number and type of handicapped passengers that can be carried safely. Specific questions were also asked about the types of disabilities that can be accommodated and whether emergency evacuation standards should be changed to reflect transportation of the handicapped. The agency is particularly interested in receiving the views of handicapped persons as well. In a separate rule-making study, FAA hopes to resolve the problem of personal oxygen supplies aboard aircraft, which are currently prohibited.

PROGRAM FOR THE SPANISH-SPEAKING. . . Headquarters personnel have an opportunity to work on a committee designed to draw up a nationwide FAA 16-point program for the recruitment, employment, and upgrading of Spanish speaking persons. The duties will be of a collateral nature and on a part-time voluntary basis. The ability to speak Spanish is not necessary. However, you should possess a sensitivity and an awareness of the Chicano experience and be attuned to their hopes and aspirations. Interested persons can contact program coordinator Senor Earl Ginyard, ACR-3, x63785.

"HOT COPY" COSTS SOARING! . . . Latest figures indicate FAA headquarters costs are approaching \$300,000 for hot copy. All employees are urged to cooperate in effecting immediate reduction in volume being reproduced in the central facility on the 5th floor. Managers should direct their attention to:

1. Keeping copying requirements to a minimum--don't request 5 copies when you only need 2.
2. Utilizing carbon copies instead of photocopies.
3. Enforcing regulations pertaining to copying unauthorized material.

You, the taxpayer are paying for this service. Don't waste your tax dollars.

NIGHT FLIGHT AND JOHN WAYNE. . . "Dusk to Dawn," a movie filmed entirely at night about flying after dark, comes to the FAA auditorium June 20, with shows at 11:15 a.m., 12 noon and 12:30. Movie great John Wayne makes an appearance near the end of the film when the fliers reach his ranch for a cattle auction (howdy, podnuh). The film, sponsored by the Flight Standards Service, includes tips to pilots about night flying, such as instrument control, navigation, flight planning, approach path and speed control. In color, the movie traces a flight from St. Louis to Phoenix and uses cockpit and exterior shots as well as animation to make its message about flying under visual flight conditions at night.

RETIREMENT ON YOUR MIND? . . . SEE VIDICOM. . . . "June Perspective," VIDICOM 20, is showing in the auditorium this Monday, Wednesday and Friday from 10 a.m. to 3 p.m. with features about the annuity increase and retirement, airports and economics, an employee-management phone conference and Direct Line.

CARRY-ON AT BUZZARD'S. . . . A unit of the Travel Service and Imprest Funds Section will start operation in room 3602 at the Buzzard's Point building on June 18. Hours of operation for travel services are 8 a.m. to 12 noon and 1 to 4:30 p.m. Hours for imprest funds are 8:15 a.m. to 12 noon and 1 to 3:30 p.m. Telephone numbers are x69103 for travel and x69101 for imprest funds. Complete travel and imprest services will be provided for employees at Buzzard's Point.

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HEADQUARTERS intercom

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

73-25 June 18, 1973

SERVICE DIRECTORS MAKE WHISTLE STOP TOURS

FACILITIES COLLECT TOP AWARDS

The directors of Flight Standards and Air Traffic Services, James Rudolph and Raymond Belanger, will be on the road this week presenting annual awards to outstanding facilities. Belanger will present the ATS Facility of the Year Award (Tower) to personnel at the St. Louis Tower while Rudolph plans to spend the first three days of the week on the West Coast honoring the Los Angeles Aircraft Maintenance Base and the San Francisco Air Carrier District Office. Next Monday Belanger will make the year's final award presentation when he visits FAAers at the Minneapolis Enroute Center. Last week he gave the Flight Service Station award to the staff at the Tuscon Station. Other Flight Standards safety offices that were previously honored include the Allentown, Pa., General Aviation District Office and the Aircraft Certification Staff in Brussels. At Allentown, Director Rudolph did the honors while Administrator Butterfield presented the award to FAA personnel in Brussels.

EXEC DEVELOPMENT PEOPLE ON THE MOVE

The first eight participants in the agency's Executive Development Program have completed their initial development phase and now move on to their first assignments in preparation for occupying some of the agency's key management positions. These assignments are to be especially tailored to suit their individual needs and are consistent with the agency needs. Edwin Harris, formerly an Assistant Superintendent, Management Training School, is currently assigned to the Office of Policy and Plans, Federal Highway Administration. In September he will be on special assignment to FAA's Associate Administrator for Operations. (Continued on page 2)

HARDING AND ANDERSON TO RETIRE

Associate Administrator for Manpower Bertrand M. Harding, and the Deputy Associate Administrator Earl J. Anderson have both announced their retirement, effective at the end of this month. Harding came to the agency as head of the new Office of Manpower in March of 1970. Before joining FAA he served on the Air Traffic Controller Career Committee (Corson Committee) appointed by Secretary Volpe.

Harding already had a distinguished career before coming to FAA, serving in such posts as Vice President, Fry Consultants, Inc., and with the Internal Revenue Service as Deputy Commissioner and as Deputy Director and Acting Director of the Office of Economic Opportunity.

Anderson joined the agency in 1943 as a Regional Coordinator, Recruitment and Material, in Kansas City. Since that time he has held such top jobs as FAA's Director of the Office of Personnel and Acting Associate Administrator for Personnel and Training.

EXEC DEVELOPMENT CANDIDATES ON THE MOVE (Continued from page 1)... Brooks Goldman, who was Chief, Configuration Management Staff, NASPO, prior to entering the program, is now working with the Associate Administrator for Research, Development and Demonstrations in the Urban Mass Transportation Administration. Later he will be sent on a special assignment to FAA's Western Region. Benjamin Demps, previously the Acting Chief, New York Common IFR Room, is now assigned as Assistant Superintendent, FAA Academy. Don Heiman, formerly Chief, Air Transportation Security Division, Central Region, is currently working with Admiral Russel Waesche, Secretarial Representative, DOT Region VII, in Kansas City and will later be assigned to the Office of the Director in FAA's Southern Region. Perry Gibson, who was Chief of the Lexington, Kentucky ATCT, is currently working with the Director in FAA's Central Region. Henry Christiansen, formerly Supervisory Employee Development Officer, Management Training School, is currently assigned to Governor Norman Erbe, Secretarial Representative, DOT Region V, Chicago. He will later be on special assignment to the Director of FAA's Great Lakes Region. Richard Failor, formerly Chief of the Chicago ARTCC, is currently assigned to the Office of the Director in FAA's Southwest Region. George Hay, who was Acting Chief, Flight Safety Division, SRDS, is currently working with the Associate Administrator for Administration, Federal Highway Administration.

MTS HEAD GOES TO SOUTHWEST REGION. . . Albert H. Thurburn, the first superintendent of the Management Training School in Lawton, Okla., has left the post to become Chief of the Southwest Region Flight Standards Division. He was named superintendent of the MTS in April 1971. Assistant superintendent William Jackson is now the acting head of the school which trains first line supervisors and middle managers. Thurburn has held numerous positions with the FAA on both the west coast and in Washington since joining the agency in 1959.

CAUTION ON CLASSIFICATION. . . FAA, and other executive agencies, are now required to consult with the CSC prior to effecting any classification actions which will affect 20 or more jobs. This applies to both General Schedule (White Collar) and Wage Grade (Blue Collar) jobs. This represents two changes: (1) the number of jobs involved requiring prior CSC approval was lowered from 50 to 20 and (2) Wage Grade jobs are now covered. Only GS jobs were previously covered. Also, agencies are cautioned concerning premature communication of tentative classification decisions to employees prior to consultation with the CSC.

HEALTH INSURANCE UPSWING. . . It appears that Federal employees have been playing it safe by increasing their health insurance coverage, according to Civil Service Commission statistics released recently. Enrollment in the Federal Employee Health Benefits program increased by 34,941, pushing total enrollment to 2,853,383. The two government-wide plans, Blue Cross-Blue Shield and Aetna, showed a combined rise of 50,201. Individual and group practice plans both showed a combined gain. Only the employee organization plans showed a combined decrease. Changes in enrollments occurred during the open season held last November 15-30.

MISUNDERSTANDING. . . An erroneous wire service news story about the FAA's new pilot certification requirements (discussed in INTERCOM, Feb. 5, 1973) has caused widespread misunderstanding among pilots. The agency has been flooded with inquiries from pilots who are concerned that their flying privileges will be revoked or severely restricted. FAA is clarifying the situation by stressing the following points: 1) An instrument rating will not be a pre-requisite for a private pilot certificate. 2) After Nov. 1, 1974, a commercial pilot applicant must hold or concurrently obtain an instrument rating, or face certain limitations. 3) The new rules will not require present holders of commercial pilot certificates to obtain an instrument rating.

MLS POLICY ANNOUNCED. . . The FAA has decided to proceed with the selection of an interim standard microwave landing system. The decision was made after extensive consultation with airspace users and other involved persons. The selection of an interim MLS will be made after viewing the proposals of various manufacturers. In addition, the Airport Development Aid Program will be amended in order to make interim landing system installation eligible for federal aid. The selected interim system will fill short-term requirements pending establishment of a common civil/military microwave landing system now under development as the eventual replacement for existing instrument landing systems.

ICAO SEEKING APPLICANTS. . . The Technical Assistance Bureau (TAB) is anxious to receive applications for its upcoming vacancies of Air Transport Economists, Level 5 (GS-14/15). Vacancies in Santo Domingo, Dominican Republic; Guatemala City, Guatemala; and Tegucigalpa, D.C., Honduras, require a command of Spanish. Duration of assignment will be for an initial period of six months. Applications due in AIA-29 by June 29, 1973. Additional information about duties, salary, and benefits is available at your Manpower Division. FAA employees accepting ICAO assignments are entitled to restoration rights.

SAFETY PAYS. . . Ward Woodbury, a pilot and music professor from Winter Park, Fla., was named the winner of a \$30,000 airplane last Thursday at a special Safe Pilot Seminar sponsored by the FAA and the General Aviation Manufacturers Association. Administrator Butterfield made the presentation in Long Beach, California as part of a safety promotion effort. The Safety Sweepstakes drawing was an incentive for pilots to participate in FAA's General Aviation Accident Prevention Program. A non-pilot prize was also awarded, consisting of \$1,500 in tuition for pilot rating and other flight instruction costs.

NEW SAFETY RULE. . . A new safety rule requiring aircraft to carry identity and automatic altitude reporting equipment in certain areas was announced by the agency last week. The areas include controlled airspace above 12,500 feet and busy terminal areas. The rule will be implemented over a one-year period beginning July 1, 1974. The airborne unit required is a 4096-code radar beacon transponder, which can send identity and altitude information directly to radarscopes at ARTS III-equipped terminals and to enroute center scopes after the centers gain alphanumeric capability.

AS THE SUN SINKS. . . . Flight Standards Service presents the first showing in this area of the color movie "Dusk to Dawn." Filmed entirely after dark, the film traces a flight from St. Louis to Phoenix and includes tips on night flying such as instrument control, navigation, flight planning, approach path and speed control. John Wayne makes an appearance when the fliers reach his ranch for a cattle auction. Find out about flying under visual flight conditions at night. See "Dusk to Dawn" showing in the auditorium June 20, at 11:15 a.m., 12 noon and 12:30 p.m.

UPWARD MOBILITY. . . . All persons in jobs with limited potential who are willing to work hard have an excellent opportunity for career development in the challenging field of air traffic control. The Air Traffic Controller Career Act of 1972 provides a maximum age limit of 30 at the time of appointment for all candidates considered for tower and center positions. The Personnel Operations Division will be offering orientation sessions for the air traffic examinations in the near future. Employees interested in attending the sessions and taking the examination non-competitively, should contact Abraham L. Coney, Equal Employment Opportunity Program Manager, x63370 not later than June 22, 1973.

AWARDS AND REWARDS. . . . Airports Service presented a Quality Within-Grade Pay Increase to Helen M. Shields. The Systems Research and Development Service presented Quality Within-Grade Pay Increases to Wayne C. Newcomb and J.B. McCollough (both based on outstanding performance) and Lyle W. West and a Special Achievement Award to Virginia M. Hunter.

PROUD PAPA. . . . Don Asker, ARD Communications Division electronics engineer, has every reason to believe his youngest offspring will follow in his science-oriented footsteps. Daughter Kathy was selected Valedictorian for her 600-strong graduating class at DuVal Senior High School in Glenn Dale, Maryland, on June 11. A straight-A student through her junior and senior high school career, she is recipient of this year's annual County Superintendent's and the Annual Bausch and Lomb Awards for academic achievement in physics. She was also cited for achievements in mathematics and English, earned a letter as a cheerleader and is a member of the school's choral group. To round out her talents, she is attending a six-week summer course in piano at Lindenwood College, St. Charles, Missouri. Kathy intends to enroll in the University of Maryland this fall.

THINGS WE DID LAST SUMMER. . . . Headquarters FAAers have a chance to see themselves, their families and their friends as they enjoy the 1972 FA Club's annual picnic in a color film which will be shown in the third floor auditorium on Monday, June 25 at 11:30 a.m., 12 noon and 12:30.

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HEADQUARTERS intercom

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

73-26 June 25, 1973

MORE EXECUTIVES RETIRE

J. Meisel, Director of the Office of Management Systems and Frampton E. Ellis, Director of the Supersonic Transport Office are among the many FAAers retiring at the end of this month. Meisel came to the agency as a personnel position classifier in 1947 and rose rapidly to the position of Chief, Personnel Programs Division, Office of Personnel and Training. He was the Deputy Director of MS until he took over the top spot in 1971. Ellis joined the agency in 1963 as Chief, Airframe Branch, SST Development Office. He was appointed Acting Director of the Supersonic Transport Office in 1971 and Director in 1972. Other executives retiring include George Gary, Eastern Region Director; Chester Wells, Deputy Director and Gerald White, Regional Counsel, both Central Region; John Hilton, Pacific Region Deputy Director; Robert Reynolds, Deputy Director, and Enar Olson, Executive Officer, both Southwest Region; and Robert Brown, Chief Airway Facilities Division, Eastern Region.

BIRTHDAY SET FOR JULY 8

FINFO BRASS, FIELD CHIEFS NAMED

The names of top managers and field office managers for the new Flight Inspection National Field Office (FINFO), coming into existence July 8, were announced last week. Joining previously named FINFO Chief Arthur R. Eno, Jr. in Oklahoma City will be Deputy Chief Norman W. Cannon from the Aircraft Programs Division of the Flight Standards Service. The Executive Officer is Norman H. Hodkinson from the National Flight Inspection Division (NFID) in Oklahoma City. Chief, Line Maintenance Branch, is Kenneth E. Sala from Oke City's Aircraft Services Base; Chief, Flight Inspection Branch, is Kenneth W. Gordon from the Central Region Flight Standards Division; Chief, Flight Procedures Branch, is Rudolph L. Fioretti from the Great Lakes FS Division; and Chief, Flight Operations Branch, is Wesley H. Hall, from the Western Region FS Division. Managers of five of the seven Flight Inspection Field Offices (FIFOs) are: Oklahoma City, David D. Bailey, from the Aircraft Programs Division; Minneapolis, Kenneth J. White, from the Office of Aviation Policy and Plans; Los Angeles, Morris A. McBride, from NFID; Atlantic City, William A. Beeton, from the European Region where he was Senior FAA Representative in Frankfurt, Germany; Seattle, Fred O. Wilder, from the Aircraft Programs Division (Atlanta and Battle Creek managers to be named next week).

HEAD TAXES BARRED

President Nixon signed into law the Airport Development Acceleration Act of 1973 last week. The Act contains certain amendments regarding the funding of airport development projects. The most prominent of the amendments is one prohibiting states and their political subdivisions from collecting the controversial "head taxes" from departing or arriving passengers.

GROUP AUTO INSURANCE PROJECT CANCELLED. . . . The Office of Personnel announced recently that it is cancelling the FAA Group Auto Insurance Project. In July 1971, the Director of Personnel in a letter to all employees asked if there was interest in exploring the idea of establishing an FAA Group for Auto Insurance purposes. There was a highly positive response. A large, respected insurance company agreed in principle to cover virtually all FAA employees with guarantees of non-cancellation and of renewal. Complex administrative problems caused that company to withdraw its proposal. Subsequently other companies offered proposals, but none met the criteria to cover all employees and guarantee non-cancellation and renewal required by FAA before the agency would be willing to serve as sponsor. For these reasons, FAA has reluctantly given up the project.

FAA REACHES OUT TO INDUSTRY. . . . In an effort to get greater industry participation in agency decision-making, FAA plans to begin a series of small, informal meetings this fall with major industry and civic groups. An organizational meeting chaired recently by Acting Associate Administrator for Plans Frederick Meister brought together representatives of 12 different industry groups to lay the groundwork for future sessions. FAA's Annual Planning Review Conference, which brings together a wide range of industry groups for talks with agency officials, has been criticized for giving only an "after the fact" look at FAA's planning process and for being too large for meaningful discussions. Meister said he hoped the new informal meetings could be kept below 50 persons to permit candid discussions.

RECOMMENDATIONS HANDED TO FAA. . . . The National Transportation Safety Board recently urged the FAA and the nation's airlines to mount a broad scale attack on in-flight hazards to passengers and crew members. The Safety Board made a three year study of incidents and accidents occurring to airborne passengers and personnel. The Safety Board recommended that the FAA require safe design and construction of each galley, lavatory, and lounge; make sure that seat belt signs be legible in all areas of the aircraft; and improve lavatory safety procedures. The Board also urged the Air Transport Association to increase information on safety equipment and seatbelt usage; and to effectively handle intoxicated persons attempting to enplane.

TO CARRY OXYGEN ON PLANES. . . . Responding to increased requests from passengers to carry oxygen for medical uses aboard aircraft, FAA has issued a proposed rule to permit the practice, with certain limitations. The rule would apply to all operators of aircraft, not just airlines. The equipment would have to meet manufacturing, packaging, marking, labeling and maintenance requirements already set forth for the carriage of hazardous materials and would have to be protected against fire and damage. It would also have to be stowed out of the way of exits and the aisle of the passenger compartment. The aircraft operator would be required to determine that the passenger has a medical need for oxygen indicated by a written statement signed by a doctor.

DOT RESPONDS TO ENERGY CRISIS. . . . The Department of Transportation, in a recent hearing before the Civil Aeronautics Board, urged airline carriers to adopt environmental and fuel conserving measures. DOT asked the airlines to reduce capacity, to increase seating density, and to reduce fares. These measures would help accomplish schedule reductions and thus be a substantial benefit to the public and the environment. Schedule reductions would mean greater fuel conservation plus a reduction in airport congestion and noise. DOT feels that competitive market pressures are the best means of achieving capacity and schedule reductions. The Transportation Department has also asked the FAA and the Air Transport Association to consider other ways to achieve energy conservation, such as airline cruising speed reductions.

INCREASED CARE. . . . Administrator Butterfield announced a new FAA rule last week which will require air carriers and air taxi operators to establish training programs designed to ensure the safe transport of hazardous materials. The rule will become effective July 6th. However, air carriers and taxis will have until December 6th to comply with the training requirements. After that date, all involved personnel must have satisfactorily completed a training course within the preceding 12 months in order to be allowed to handle flammable, radioactive and corrosive materials.

PASSENGER SCREENING CONTINUES 100 PERCENT. . . . FAA and airline security officers agreed last week to continue 100 percent screening of airline passengers and inspection of all carry-on baggage. Agency spokesmen said no immediate changes are contemplated in airport screening measures, although research is continuing into more efficient methods of applying the security measures.

THIS IS NO GASSER. . . . The energy crisis affects small airplanes too, and there have been several instances reported of tourist aircraft arriving at resort areas only to be unable to gas up for their return trips. In a few cases, pilots have filled up with automobile fuel when airplane fuel was unavailable. FAA stresses that neither the agency nor aircraft manufacturers recommend or approve filling light airplane tanks with automotive fuel. The agency considers shortages of aviation gasoline a safety hazard and advises all general aviation pilots to exercise special precautions in flight planning and fuel management. Pilots are also urged to obtain advance assurance of fuel availability at their intended enroute and destination airports.

FAA PROPERTY FIGURES ANNOUNCED. . . . The General Services Administration recently reported that the FAA expended approximately \$5 million in the fiscal year 1972 for the acquisition of 138 new facilities. However, this was offset by FAA's disposal of 68 complete installations and the transfer of 32 installations to other government agencies. FAA now owns 5,300 installations, approximately 65,000 acres of land, and about 7,000 buildings. The total cost of this real property is \$624,725,000.



LOOKING PRETTY AT THE END OF THE CAMPAIGN...U.S. Savings Bond girls surround a fine record of accomplishment for the Headquarters Bond Campaign. The final Headquarters participation rate was 86.2 percent. From left: Peggy Balazik, Jody Spann, Margie Troiano, Kathy Lawhead, Alby Sajko, and Phyllis Williams; kneeling l. to r., Yvonne Cunningham and Terry Ennis Bradshaw.

STILL MORE EXECS RETIRING. . . . Among the many FAAers retiring at the end of this month, other than those mentioned on page 1, are these Headquarters executives: Bertrand M. Harding, Associate Administrator for Manpower; Earl J. Anderson, Deputy Associate Administrator for Manpower; J. W. Rabb, Chief, Analysis Division, Systems Research and Development Service; Ernest N. Storrs, Chief Beacon Systems Branch, and Charles Brooks, Chief, Aeronautical Satellite Branch, both of the Communications Division, SRDS; Charles J. Peters, Associate General Counsel for the Litigation Division, Office of the General Counsel; and Edwin W. Harn, Chief, Standards Division, Airports Service.

AVIATION MECHANICS HONORED TOMORROW. . . . The national winners of FAA's Aviation Mechanics Safety Awards will be honored by the Administrator and other officials in the FAA third floor auditorium tomorrow, June 26, at 10:30 a.m. Burrus ("Bud") Rich, an Eastern Air Lines employee who won in the air carrier category, and Charles A. Macha of Nayak Aviation Corp., San Antonio, who took first place in general aviation, will receive inscribed medallions from Mr. Butterfield and will share in prize money and other gifts donated by the aviation industry. James Rudolph, Director of the Flight Standards Service, Jaime Serra, Chief of the Service's Maintenance Division, and Jerome Lederer, President of the Flight Safety Foundation, will also speak at the ceremonies which are open to all.

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