



HEADQUARTERS ^{File Copy}

intercom

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

73-27 July 2, 1973

GEORGE MOORE RETIRING
*Associate Administrator
for Operations George S.
Moore has announced his
retirement, effective at
the end of June.*

A World War II Naval Aviator, Moore joined the agency as Senior Air Carrier Inspector in Memphis, Tenn., in 1945.

By 1960 he was Chief of the Flight Standards Division, Southwest Region.

He was transferred to Washington in 1961 as Chief, Safety Regulations Division, Flight Standards Service, and was later appointed Deputy Director, then Director, Flight Standards Service.

In 1966 he was named Deputy Associate Administrator for Programs and was appointed to his present position in 1967. During

his career, Moore was awarded the DOT Award for Meritorious Achievement, 1971; the National Civil Service League Award, 1969; the American Society of Mechanical Engineers, Spirit of St. Louis Award, 1968; and the FAA Meritorious Service Award, 1965. He was nominated for the Rockefeller Public Service Award in 1963-64 and '65.

TOP AVIATION SAFETY POST SET UP

BUTTERFIELD OUTLINES FUTURE

The establishment of an Associate Administrator for Aviation Safety, the abolishment of the Office of the Associate Administrator for Manpower, a revamping of agency appraisal functions, and bringing Washington Public Affairs activities under one umbrella are among the organizational changes announced last week by Administrator Butterfield. The Office of the Associate Administrator for Aviation Safety is being set up to emphasize our primary mission of safety, the Administrator said. He explained that it will provide the focal point and give centralized directions for all of our safety activities. The move means that the entire Flight Standards function will come out of the operations staff and go into the aviation safety staff and under the newly established associate administrator.

"This option will allow operations to give its full attention to the strictly operational mission, and it will provide a separate office and staff to give its full attention to safety and safety related matters," the Administrator explained. Other changes announced are: o The abolishment of the Office of the Associate Administrator for Manpower and the transfer of the functions of the Manpower staff to the Associate Administrator for Administration. This will integrate the personnel and training functions with other Administrative functions. o The abolishment of the Washington Office of Appraisal. In the future each Associate Administrator and other major organization heads will be held responsible for evaluating performance of those functions under their area of responsibility. Major
(Continued on page 3.)

STUDENT PER DIEM CHANGES. . . . The agency has approved changes in per diem rates for students attending the FAA Academy. The new allowances are (1) cost of lodging plus \$10 for meals and incidentals, not to exceed \$25, for enrollments in courses of two weeks (ten class days) or less; (2) cost of lodging plus \$10 for meals and incidentals, not to exceed \$16, for enrollments in courses of more than two weeks. However, should the student need to remain longer than two weeks for no fault of his own or receive an unscheduled course extension without sufficient advance notice to secure less expensive accommodations, or needs time during the beginning of the course to secure lodging commensurate with the \$16 rate, the "not to exceed \$25" rate would apply for a limited time with proper approvals. These rate changes are effective with courses beginning on or after July 1, 1973.

TAKE THE JULY FAA WORLD WITH YOU on vacation for those quiet moments in the sun. The second in our series on the history of FAA and aviation regulation is "Planes, Pilots and Regs--The Flight Standards Story." It's a two-parter beginning in this issue...Also a second is our center-spread map; this time it's the ARTCCs and their boundaries... "Pilot Education Right on Course"--SRO audiences prove it's an idea whose time has come...Three shorties--"The Longest Night," "An Admirable Deed" and "Another Kind of Save"--tell of FAAers' devotion to service...Read about the last winners in the D.D. Thomas Scholarships...Take a turn around the Los Angeles Center as they celebrate their tenth anniversary with an open house...And don't forget these winning features: *Direct Line, Faces and Places, Mobility Gulch, Like It Is and Faables.*

ICAO SEEKING APPLICANTS. . . . The following assignments are now available with the International Civil Aviation Organization (ICAO).
BANGKOK - PC-9/73 3 yrs. Technical Officer, P=2 (GS-9/12).
Applications due in AIA-29 by COB July 27, 1973. CAIRO = PC=11/73 3 yrs. Technical Officer, Communications, P=3 (GS-11/13); PC=14/73 2 yrs. Deputy Representative, P-4 (GS-13/14). MONTREAL = PC=13/73 2 yrs. Librarian, P-3 (GS-11/13). PC=12/73 2 yrs. Chief, English Section, P-4 (GS-13/14). Language requirements for PC=12/73: English mother tongue, or the language used for the purpose of education. A complete command of that language, both oral and written, including an intimate knowledge of its syntax and stylistics. A profound knowledge of two of the other three languages (French, Russian, Spanish) of the Organization is essential, and a working knowledge of the fourth language would be a valuable additional qualification. A knowledge of other languages would be an asset. Applications due in AIA-29 August 14, 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.

BUTTERFIELD ON SPECIAL VIDICOM. . . . Administrator Butterfield explains the reorganizational changes outlined in the lead story of this issue in a special VIDICOM being sent to the field this week. In a seven minute talk to all employees, the Administrator also discusses his philosophy of management and outlines the agency's mission. This VIDICOM should be shown at facilities having video-tape equipment starting early next week.

BUTTERFIELD ANNOUNCES REORGANIZATION (Continued from page 1). . . across-the-board evaluations or appraisals will be conducted by a task force appointed on ad hoc basis. o Washington Public Affairs related functions are to be located in a single office in order to permit the agency to speak with a coordinated voice on both external and internal matters. o Streamlining the Pacific Asia Region headquarters staff consistent with recent changes such as the phase out of Wake Island and other activities. o The Office of International Aviation Affairs will be headed by an assistant administrator and transferred from the Associate Administrator for Plans and will henceforth report directly to the Administrator. The Administrator explained that this change was made because of the important role that aviation plays in our international affairs and because of the importance he will be placing on that part of the agency's overall mission. o The Office of Headquarters Operation was abolished, the Office of Accounting and Audit established. The other functions of the Headquarters organization were transferred to those offices and services which have similar national functions. For example, the personnel function to the Office of Personnel and Training, the security function went to Security, etc. The Administrator emphasized that all organizational changes are being accomplished giving full recognition to the impact of the personnel involved. He said, "We will follow not only the letter of the regulations but also the spirit of those regulations." All changes are currently being implemented. The internal Washington Headquarters changes, for instance, have already been accomplished while the centralization of Public Affairs and the transfer of the International Aviation Affairs and the Manpower functions are essentially completed and will begin operating in these configurations July 1.

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.

AIR TRAFFIC CLASSIFICATION FACTOR STUDY. . . The agency has begun a review of the current system for classifying air traffic field facility positions. A study group is being established to conduct the review and make recommendations to the Administrator if changes in the system are found to be desirable. A meeting to begin the planning phase of the study was held in Washington on June 26. Present at the meeting were Bob Collins of the Minneapolis Center, Max Winter of the Savannah Tower, Bob Poli of the national office of PATCO, Bob Orr of the Air Traffic Service, and Jean Stebbins of the Office of Personnel.

ARE YOU COMMUNICATING?. . . Headquarters FAAers will have the opportunity to see the Great Lakes Region's Greater Thespian Society of Tollfree Wabash Avenue perform in a heart-rending opus on Improved Performance Standards or a Study in Miscommunications in VIDICOM #21, "The Key to Understanding." See if you can identify the villain--employee/employer--as the players attempt to communicate and never quite reach the same wave length. This hilarious yet thought provoking VIDICOM will be shown every hour on the hour from 10 a.m. to 3 p.m. in the third floor auditorium on Monday, Wednesday and Friday, July 9, 11 and 13, and Monday, Wednesday and Friday, July 16, 18 and 20.

BACK TO SCHOOL. . . For those FAAers wishing to further their education, now's the time to start thinking about enrollment in the Federal After-Hours Education Program offered by the George Washington University. Registration will be held on Tuesday and Wednesday, August 28 and 29 from 10 a.m. to 3 p.m. in Conference rooms A, B and D at the Department of Commerce Building. For further information contact Robert W. Stewart, Jr., 676-7018.

AN OUNCE OF PREVENTION. . . The voluntary diabetic screening program, curtailed due to a shortage of medical personnel, has been expanded and will be reinstated beginning this week. The expanded program includes tests of blood pressure, cholesterol (the early control of which is a major factor in the prevention of heart disease) and glaucoma. An early diagnosis of these diseases in the many thousands of persons who are unaware of their problems is necessary to effect a complete cure. All interested employees are urged to fill out the information slip below and return it to the Medical Clinic, AAM-410, Room 327, for an appointment. A few minutes spent in the clinic is an investment in your future.

NAME _____ ROUTING SYMBOL _____ EXT. _____

AWARDS AND REWARDS. . . The Office of Labor Relations presented Special Achievement Awards to Joseph W. Noonan, Keith D. Burt, Sandra E. Domanick, Laura M. Krupa, Gay S. Smith, Vivian E. Perry and Bernard B. Thiman. Logistics Service presented a Special Achievement Award to Donna Cox and Quality Within-Grade Pay Increases to Paul Cornell and James DePuy. Washington National Airport presented a Special Achievement Award to James R. Edwards.

BUTTERFIELD ON SPECIAL VIDICOM THIS WEEK. . . Administrator Butterfield explains the organizational changes and talks about his philosophy on management as well as the FAA's mission in this special VIDICOM to be shown this week. Performances of this seven minute program will be given in the third floor auditorium Tuesday, Thursday and Friday every hour on the hour from 9:00 a.m. to 3:00 p.m.

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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
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73-28 July 9, 1973

INT'L AVIATION GETS DEPUTY

Alfonse R. Miele has been appointed Deputy Assistant Administrator for International Aviation Affairs, effective July 9.

Dr. Miele leaves the post of Professor of General Education at Schenectady Community College, N.Y.

Prior to that he was president of the College of St. Rose in Albany, N.Y. from 1970 to '72.

A veteran of 26 years Air Force service, Dr. Miele served in WW II and held academic posts at both the U.S. Naval Academy and the U.S. Air Force Academy. He gained extensive experience in European affairs as senior assistant to the Supreme Allied Commander in Europe from 1953 to '55. Named in Who's Who in America, Dr. Miele holds masters and doctorate degrees in English and foreign language education from Columbia University.

FINAL FIFO PICKS

J. Paul McDonnell has been named manager of the Battle Creek Flight Inspection Field Office (FIFO) and Tom W. Smith, manager of the Atlanta FIFO under the new Flight Inspection National Field Office organization.

DELIVERIES BEGIN NEXT JAN.

31 PREFAB CONTROL TOWERS ORDERED

Thirty-one air traffic control towers for low-activity airports will be built and installed for the agency by AVCO Corporation, Cincinnati, under a \$5,693,372 contract awarded at the end of June. The towers will be installed at various sites in the continental 48 states including one at the Grand Canyon. The prefabricated VFR (non-radar) towers will be equipped by the contractor with control consoles, telephone systems, meteorological instrumentation, navigation aid monitors and all other equipment needed, with the exception of radio communications gear which will be provided by FAA. The tower shafts will range in height in ten-foot increments from 40 to 70 feet, depending on the requirements of each location. Deliveries are scheduled to begin in Jan. 1974 and be completed in Sept. 1975. The AVCO contract is the second major purchase of prefabricated towers by the agency in the past 15 months. In April 1972 FAA awarded a \$12.9 million contract to Hunt Building Corp., El Paso, Tex. for 64 VFR towers.

HARDWARE HIGHS

Preliminary figures for the fiscal year just closed indicate that the agency's Facilities and Equipment appropriation in FY 1973 reached an all time high rate of expenditure of \$322 million for the history of the appropriation. When translated into terms of facilities commissioned, this means FAA in FY 1973 commissioned 89 new instrument landing systems (ILSS); 20 new airport surveillance radars (ASRs); and 18 new airport traffic control towers. For the ILSS, the number of systems commissioned (Continued on page 2)

EMPLOYEE APPRAISAL TEST BEGINS. . . . The Office of Personnel, with the active participation and assistance of a significant portion of the FAA work force, has developed an experimental employee performance appraisal system which hopefully will better satisfy the needs of both management and employees. The test of the proposed appraisal system will involve approximately 675 employees and supervisors in portions of the Washington Headquarters and in segments of selected field offices/facilities in the Washington, Baltimore and Houston metropolitan areas. Representatives from these test sites attended an indoctrination and training workshop in Washington on June 28 and 29, and will commence the test in their respective organizations on or about July 15. The test will be for a period of 12 months in order to allow sufficient time for FAA and the Office of the Secretary of Transportation to jointly determine the effectiveness and validity of the proposed system. However, the Performance Evaluation Record (PER) will continue to be used as the official appraisal form until a determination is made regarding implementation of the new system within FAA.

POOF! YOU'RE AN ENGINEER. . . . Upward mobility came to three employees who were recently selected for the Cooperative Engineer Development Program for FY 1974-75. Those selected and the schools they will attend are: Fred E. Morris and Bobby G. Ridingin, Southern Region, Georgia Institute of Technology; and Ray J. Mitchell, Southwest Region, University of Texas at Arlington. Two positions were cancelled: one in the Western Region and one in the Southwest Region. Each participant will take college courses and receive on-the-job experience for up to two years in order to gain the necessary engineering training for conversion to engineering status. Employees interested in applying for the program should see Order 3410.10.

AIMING TO PLEASE. . . . The first unit of a new batch of aiming equipment for visual approach slope indicators (VASI) was put into operation at Washington National Airport late last month. One-hundred seventy "walker bar" sets, which are used for precise aiming of lights that provide visual glide slopes at airports, were ordered under a \$48,318 agency contract last December from minority-owned Western Technical Associates, Los Angeles. A total of 112 sets will be delivered to 92 airports, while the remaining 58 sets will go into storage at the Aeronautical Center until needed. All deliveries will be completed by September. Designed with their own calibration numbers, the new bars will allow such accurate aiming of the lights that flight inspection of the VASIs will no longer be necessary.

HARDWARE HIGHS (Continued from page 1). . . . represents more than doubling of any previous year's effort. For ASRs, the number commissioned almost equals the total ASR commissionings for the past eight years. The control tower total of 18 is the largest number commissioned in the past six years. How was it done? Cooperation between the Washington offices and the regions, yes—but more importantly the regions set their goals high with lots of encouragement from Washington offices and the goals were exceeded for the instrument landing and radar systems. With these accomplishments the agency now has 449 ILSs, 363 towers (including combined station/towers) and 144 ASRs.

INCREASED \$\$\$ FOR AIRPORTS. . . . The Airport Development Acceleration Act signed recently (see the June 25, 1973 INTERCOM) is the largest airport development bill in history. It authorizes a whopping \$310 million in Federal funds for airports around the country during FY 1974. Under the new Act non-major hub airports may receive no more than 75 percent of their funding for developmental projects from the Federal government. Previously, these smaller airports were entitled to no more than 50 percent aid. The 22 major hub airports will continue to divide developmental costs equally with the government. In addition, security equipment is now included in the definition of airport development and is eligible for a maximum of 82 percent in Federal funds.

THE LONG AND THE SHORT OF IT. . . . People applying for jobs as air traffic control specialists will no longer have to meet certain height requirements, according to a recent decision of the Civil Service Commission. The general medical requirements formerly stated that applicants "be at least 65 inches tall and no more than 76 inches tall." The revised rule applies to the Air Traffic Control Series, GS-2152. In its decision, the CSC said the height requirement could not be supported as job related and so abolished it.

ARE THEY FORGOTTEN? . . . Here's another in INTERCOM's continuing series of Direct Line questions and answers:

**DIRECT
LINE**



A recent INTERCOM issue headlined the story of the Airway Facilities Career Study. There appears to be one group forgotten: the GS-856 technicians doing flight inspection work. I wonder if they will be considered in this study?

The Airway Facilities Career Study is primarily an effort to develop a formalized career system progression for AAF employees. However, before completing the study, the feasibility of including some form of career interface between similar agency occupations such as Flight Standards technicians and the Airway Facilities work force will be explored.

TAKE A TOUR, SAYS FAA. . . . Members of national trade, civic and professional organizations are being encouraged to tour FAA control towers and air route traffic control centers. Although the agency has long encouraged such tours, the initiative is normally taken at the local or regional level. In a new approach, the Office of Public Affairs at Headquarters is working at the national level to assure all segments of the public that they are welcome to take such tours. The program, coordinated with Air Traffic Service, is part of an effort to reach out to the "disinterested" public--not normally involved with aviation or technical matters--to stimulate their interest in, and knowledge of, aviation in general and the FAA in particular. The agency is suggesting to these organizations that their local chapters might welcome such tours and advising them to make prior, mutually convenient arrangements with FAA facility chiefs. FAA employees are encouraged to cooperate with such requests and advise local coordinators and the regional public affairs officer when tours are scheduled.

R & D SWITCH TO BUZZARD'S POINT. . . . The Systems Research and Development Service has completed the move to its new home at Buzzard's Point. The R & D personnel moved from the seventh floor of FOB-10A on June 25th while the ATC division of Research and Development left Falls Church, Va. for the new DOT building on July 2. Bill Graham, Administrative Management Branch Chief, termed operations as "settling down" at their new home. The telephone numbers for Research and Development personnel remain the same except for the former ATC residents of Falls Church; their numbers have been changed and will be published soon. There are no definite plans yet on who will move to the vacated seventh floor in FOB-10A.

A CASE OF MISCOMMUNICATIONS. . . . For a hilarious look at a serious subject, don't miss VIDICOM 21, "The Key to Understanding." This study in miscommunications as employer and employee attempt to discuss performance standards is presented in a very funny skit by the Great Lakes Region's Greater Thespian Society of Tollfree Wabash Avenue. Must viewing for everyone. Showtimes in the third floor auditorium are every hour on the hour from 10 a.m. to 3 p.m. this Monday and Wednesday, July 9 and 11 and again next week on July 16, 18 and 20. The showing scheduled for Friday the 13th has been cancelled.

"HERB" FLETCHER RETIRES. . . . Among the many recently-retired FAAers is Herbert F. Fletcher, former Assistant Airport Manager, Washington National Airport. At a retirement reception at the Bolling Commissioned Officers Club, R. Dan Mahaney, Manager, National Capital Airports, presented Fletcher with a Special Achievement Award and his retirement certificate which cited 33 years of government service. Mr. Fletcher came to the agency in 1959 as Operations and Safety Officer and was named Assistant Airport Manager in 1972.

AWARDS AND REWARDS. . . . The Associate Administrator for Manpower presented a Quality Within-Grade Pay Increase based on outstanding performance to Robert H. McGuigan. Airports Service presented a Quality Within-Grade Pay Increase to Doris M. Harmon. Washington National Airport presented length of service pins to Glenwood Moore and Clifton Phelps, 35 years; William Blackwell, Manuel Baker, Morrison Crouch, Brent Fulcher, Harold Howard, Howard Howell, Elmer Kane, Charles Poston, Robert Morton, George Plater, Ira Rorabaugh, Clifford Savage, Clinton Scott, Frank Sciarrino, Samuel Trujillo, and Calvin Walters, 30 years; and Clarence Jett, William Bracey, Charles Briscoe, Bennie Green, Thomas Hall, Ponder Kemp, Victor Knott, Ray McNall, Edmund Meyer, Bernice Pihlstrand, Wesley Robertson, Nicholas Soffos, Vernon Weathers and Geneva Young, 25 years.

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73-29 July 16, 1973

WOMEN ADVISORY CHIEFS NAMED

Patricia Z. McEwen and Ruth J. Renton have been named chairman and vice chairman, respectively, of FAA's Women's Advisory Committee on Aviation. The two new officers each have extensive flying experience and have been active in their home states as counselors in the agency's Accident Prevention Program. Mrs. McEwen of Wichita, Kan. has logged 5,000 hours of flight time. A part time flight instructor for United Beechcraft, she owns three airplanes and has flown in ten Powder Puff Derbies and in various other air races as well. Mrs. Renton holds an airline transport rating and has logged 2,000 hours flight time. Residing in Wichita Falls, Tex., she is a trustee of the International Women's Air and Space Museum. Both women are members of the Ninety-Nines, a pilot organization for women.

FOUR CONTRACTS AWARDED

MORE \$\$ FOR ATC, LANDING SYSTEMS

An \$8 million-plus contract to IBM for services in connection with the automation of the enroute air traffic control system as well as three other large contracts for hardware and technical studies were recently awarded by FAA. The amended contract to IBM for \$8,528,890 covers a 12-month period through June 30, 1974 for computer programming support at NAFEC and at the agency's 20 air route traffic control centers. IBM will continue to assist FAA computer specialists in developing the national standard computer program--known as the "software" package--for automatically locating and tracking aircraft and for electronically writing flight information on controllers' radarscopes. The other contracts totaling \$4,738,952 were awarded to The Bendix Co., Antenna Products Co., and Westinghouse Electric Co. Bendix will deliver 67 air traffic control beacon interrogator systems which work in conjunction with radar to obtain altitude and identity information from aircraft equipped with certain transmitting and coding equipment. The systems will be installed in terminal and enroute facilities, starting in one year and ending in three. Antenna Products Co. will deliver antenna equipment used in instrument landing systems to 40 new and 24 existing ILS sites within six months. Westinghouse is slated to perform various technical studies including on-site engineering studies of 32 new ILS sites to determine the best location for components from both cost and performance standpoints. The evaluations will be completed in one year.

AIRPORT PLAN FOR NAVAJOS. . . . A \$40,000 grant offer approved for the Navajo Indian Reservation by FAA will be used for the preparation of an airport system plan as part of a long-range economic and social program for the 135,000 tribal members residing in the 25,000 square mile reservation. FAA's Planning Grant Program (PGP) will provide two-thirds of the cost of the preparation of the airport study that will assist the Navajo Nation with its ongoing program of attracting new and diversified industrial enterprises to the reservation which lies in parts of three states--Arizona, New Mexico and Utah. When completed the airport system will become part of the reservation's overall transportation system to link the various tribal communities in the three-state area.

LEFT OUT, PLANE LANDS. . . . The air taxi's left engine quit about a half hour after takeoff on a night flight with the mail from Syracuse, N.Y. to LaGuardia Airport. Boston Center alerted Syracuse Tower and handed off the returning plane to tower controllers. Unable to feather the bad engine's propellers and picking up ice, the crew reported, "We're sinking fast." Communications were bad, so controllers relayed information to the air taxi through another airborne plane. After controllers directed the crippled plane to nearby Hamilton Airport and asked the airport to turn on all available lights, the twin Beech, with barely enough altitude, made a safe landing. During the month of June, 249 flight assists were reported--118 by flight service stations, 93 by towers and 38 by centers. There were a total of 346 people reported on board the aircraft involved. The primary causes for the assists included 156 lost pilots, 34 low on fuel, 39 involved in weather and 72 with some type of equipment malfunction. There were 107 pilots assisted by use of radar, 73 assisted with DF, 64 with VOR orientation and 18 by the use of geographical references. Reports indicate 22 student pilots involved, 19 gear-up landings averted, 28 night assists and 18 aircraft aided by other aircraft.

ICAO SEEKING APPLICANTS. . . . The following assignment is now available with the International Civil Aviation Organization (ICAO). MONTREAL = PC-15/73 3 to 5 years: Director, Air Transport Bureau, D Step II (GS-16). Applications due in AIA-29 by October 26, 1973. Additional information about duties, qualifications, salary and benefits is available at your manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.

DISCRIMINATION DETAILS. . . . More Federal employees are taking advantage of the rights available to them under the discrimination complaint system, according to a recent Civil Service Commission report. During a nine-month period ending March 31, 1973, 17,719 people contacted equal employment opportunity counselors in Federal agencies. Most problems were resolved at that level, with 8,008 persons receiving corrective action. Formal complaints were filed by 1,758 persons. Discrimination because of race or color was alleged in 60.7 percent of the formal complaints, sex in 23.4 percent. In the same nine-month period 1,297 formal complaints were closed, with corrective action in 465 cases. Corrective actions included immediate promotion, retroactive promotion with back pay, reinstatement, training for career development and other actions.

90 DAY EXTENSION GIVEN. . . FAA recently extended the deadline by 90 days for filing applications for provisional airport operating certificates. Under this extension applications can be filed until October 5, 1973. The airports affected by this ruling are those serving as regular or refueling stops for supplemental and other CAB-certificated air carriers which operate charter flights, small aircraft, and helicopters. The former application deadline had been July 5. However, the FAA recognized that the original 45-day filing period did not provide enough time for operators of these small airports to comply with the requirements for obtaining provisional certificates. The airports involved must still obtain a regular airport operating certificate by May 21, 1974.

SAFETY AT SUNRIVER. . . A special FAA safety seminar on the effect of heat and altitude upon aircraft performance was recently held at Sunriver, Ore. The effect of temperature and altitude on the density of the air--known as "density altitude"--was emphasized and discussed. Present at the Sunriver event was James Cambell, National Coordinator for the Accident Prevention Program, Chris Walk, Director of the Northwest Region, and H. A. Parker, Chief of the Flight Standards Division. Also in attendance were 127 pilots and flight instructors from Washington, Oregon, and Idaho. The displays at the seminar included actual flight checks on the density altitude effect.

THREE MORE TCAs PROPOSED. . . Three terminal control areas (TCAs) have been proposed by FAA for the St. Louis, Seattle and Las Vegas airport areas. The TCA for Las Vegas is designed to contain the high performance jet aircraft flying in and out of McCarran International Airport and Nellis Air Force Base. The TCAs are the first three of 12 planned Group II TCAs, which have less stringent requirements than the Group I TCAs already in operation at eight airports (with a ninth to become effective in September). All aircraft in either type of TCA must receive air traffic control clearances and follow all air traffic instructions. The aircraft are sequenced and provided radar separation whether operating under visual flight rules (VFR) or instrument flight rules (IFR). Aircraft must carry two-way radios, radio navigation receivers and radar beacon transponders (for IFR flights only in Group II TCAs). Student pilots are allowed to fly in Group II TCAs, but not at Group I locations.

MLS ADVISORY COMMITTEE. . . The FAA has established an 18-man Microwave Landing System (MLS) Advisory Committee which will provide expertise on the civil/military MLS development program now underway. The committee is composed of representatives of various aviation user groups and recognized technical experts. The committee's main purpose is to advise on various technical and operational problems encountered during the MLS Program, especially the problem of transition to the new electronics approach and landing system.

"THE KEY TO UNDERSTANDING". . . This week is your last chance to see the national debut of the Great Lakes Region's Greater Thespian Society of Tollfree Wabash Avenue performing in a heart-rending opus on improved performance standards. This hilarious study in miscommunications is VIDICOM #21, "The Key to Understanding," which will be showing in the third floor auditorium this Monday, Wednesday and Friday, July 16, 18 and 20. This thought provoking, funny-bone tickling VIDICOM will be shown every hour on the hour from 10 a.m. to 3 p.m. Don't miss it!!

WHAT'S NEW WITH CU. . . The Transportation Federal Credit Union will open a new branch office to extend their services to the Buzzard's Point Building in room 3600 on July 16. The office will be open Monday through Friday from 8:30 a.m. to 3 p.m. The telephone number is 426-9298. The Credit Union's Administrative office in FOB-10A is moving from room 540 to room 539 and the Members' Service Branch has a new phone number: 426-3701. There are no changes in service at the Nassif building.

MTS SURVEY COMES TO WASHINGTON HEADQUARTERS. . . The survey evaluation of the Management Training School is coming to Washington Headquarters this week, July 16 through July 20. A survey team will be in Rooms 9A and B from 9 a.m. to 4:30 p.m., to administer survey questionnaires to supervisors and managers who would like to participate. Other employees will be contacted on a sampling basis and invited to give their opinions of the agency's management training programs by means of similar questionnaires. All participation is voluntary and confidentiality of responses is assured. Headquarters personnel who are asked to participate in the survey are urged to take advantage of this opportunity to express their views on the MTS. With this information we can evaluate the impact of the School on the agency and determine its role in the coming years.

AWARDS AND REWARDS. . . The Office of Training presented a Quality Within-Grade Pay Increase based on outstanding performance to Helen A. Clark. The Air Traffic Service presented Quality Within-Grade Pay Increases to John A. Jarrell, Robert H. Orr, James J. Hanten, James F. Bell, N. Doris Smith, Clyde E. Dubbs and Leonard E. Jankowski; and Special Achievement Awards to Marilyn J. Hansohn and Bernard H. Hall. The Systems Research and Development Service presented Quality Within-Grade Pay Increases to Kenneth A. Kraus (based on outstanding performance), Richard L. Bowers, Jeannie E. Coffey and Muriel A. Harper; and Special Achievement Awards to Thompson J. Simpson, Aimi K. Brown (based on outstanding performance) and Grath M. Kanen and Katrina Edwards.

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GIRL HEADS FAA FOR A DAY

FAA was in the hands of a girl Administratrix last Wednesday, as the girls of Girls Nation descended on Washington. Rebecca Sue Schmieding of Brookings, S.D., was appointed to serve for a day at the FAA as a result of her participation in the American Legion sponsored program, which gives high school juniors first-hand experience in both state and Federal governments. Sitting in on the Senate Appropriations Committee budget hearings with Acting Administrator James W. Dow, lunch at the National Aviation Club and a tour of FAA aircraft at Washington National Airport were all part of her busy schedule arranged by Dow. (Pictures and more info on page 4.)

OFFICIALLY UNDER SECRETARY

John W. Barnum has been sworn in as Under Secretary of Transportation. Barnum had been Acting Under Secretary since early May.

U.S. AVIATION EXHIBITION OPENS

FAA OFFICIALS TRAVEL TO MOSCOW

The very first exhibition of American technology in Russia deals with aviation and is being attended by Administrator Butterfield and several other top FAA officials and Congressmen in Moscow this week. Butterfield will make the opening speech at the U.S.-USSR Technological Symposium and Exhibition, known as Aeronautica '73, and then will tour several Russian air traffic control facilities as well as instrument and engine manufacturing sites with other U.S. officials--the first such tour by Americans. Five technical papers will be presented by FAA, followed by discussions between the Americans and Russians on aviation affairs of mutual interest. In addition to an entertaining cartoon and puppet presentation at an FAA exhibit called "One World Through Aviation," some 45 companies are displaying their aviation wares at the exhibition. These include models and audio-visual displays of aircraft, ARTS II and III equipment, airport surveillance radar, computers, uninterruptible power systems, autopilots and many more. These displays will show Soviet as well as East European government and industry officials what U.S. products are available for air traffic control and related systems. American officials hope the exhibition, which is sponsored by the American Institute of Aeronautics and Astronautics, will help open a potentially huge Russian market for U.S. aviation products. After leaving Moscow on July 25, Butterfield will confer with aviation officials in several European nations before returning to the U.S. on the 27th.

SURPLUS AIRCRAFT GET THE ONCE-OVER FROM FAA. . . More than 300 military surplus aircraft will be inspected by a team of nine FAA Flight Standards inspectors and a team chief during a nine-day period in mid-August at Davis-Monthan Air Force Base near Tucson, Ariz. Ranging in type from cargo to light planes to helicopters, the aircraft and their records will be examined by FAA people under an agreement with the Defense Department to determine "reasonable potential" for civil airworthiness certification of the planes. Members of the team will be drawn from the Flight Standards Divisions of the Eastern, New England, Southwest and Western Regions and from the Aeronautical Center. The regional diversity is intended to spread this kind of inspection experience as widely as possible in FAA and enable team members to train other inspectors to check military surplus aircraft, which have been returning in droves from Vietnam. Inspection reports on each plane will be handed over to DOD, which will dispose or sell for scrap those planes FAA finds in such bad shape or otherwise modified or mistreated that they cannot be made airworthy. All DOD advertisements to sell the planes will include the FAA finding on each aircraft to both protect and warn the public against unsafe planes.

POWDER PUFFERS PIN DOWN PRIZES. . . Marian Burke, a former member of FAA's Women's Advisory Committee on Aviation, and her co-pilot, Ruth Hildebrand, won this year's Powder Puff Derby last week after flying from Carlsbad, Calif. to Elmira-Corning, N.Y. in competition with some 107 other aircraft. The winning crew flew a Cessna 182 in the 27th annual All-Woman Transcontinental Air Race. Before the four-day race began on July 13, the pilots and their planes were checked out by FAA examiners in California, and the planes were reinspected by FAA people from the Rochester, N.Y. General Aviation District Office after the race.

CLOSER LOOK AT CONSULTANTS. . . Concerned about possible abuses, the Civil Service Commission has set up tighter controls on the employment of consultants and experts by Federal agencies. Each time new appointments are made or old ones extended, a high-ranking management official must certify a number of things: that the position is needed; the work requires the services of a consultant, the qualifications of the appointee meet requirements; payment for the work is proper; as well as other items. Furthermore, agencies must make periodic reviews, generally once a quarter, of outside consultants and experts to ensure that their services are still required and that the work is actually being performed. Finally, top management must tell lower-level managers at least once a year what is and is not permitted in the appointment of experts and consultants, and why.

NIGHT DIFFERENTIALS DIFFERENT. . . The Comptroller-General's decision reported in FAA WORLD's "Like It Is" in July pertains only to wage-grade employees, not general-schedule employees. The decision holds that night differentials must be included in computing basic pay for sick and annual leave and for overtime pay for wage employees paid under the Federal Wage System.

KEEPING ABREAST. . . The agency has signed contracts with Eastern and United Airlines in an effort to keep FAA Flight Standards inspectors up to date on the newest aircraft. Eastern was awarded a contract totaling \$100,000 to train 12 FAA flight inspectors on the widebody L-1011 aircraft. The contract provides for the initial training of four inspectors and the recurrent instruction of eight others. The United contract is worth \$99,544 and requires the recurrent instruction of 18 inspectors and the initial training of two others on the 747 aircraft. The training usually takes 4 to 6 weeks. Those being trained by Eastern will go to Miami while the United instruction will be in Denver. The agency contracts the lowest bidding airline for training instruction when the FAA air fleet does not include a specific aircraft, such as the L-1011 or the 747. A new contract for training aboard DC-10's will be negotiated near the end of this month. Each year the FAA grants over \$1 million in contracts for flight instruction of agency inspectors.

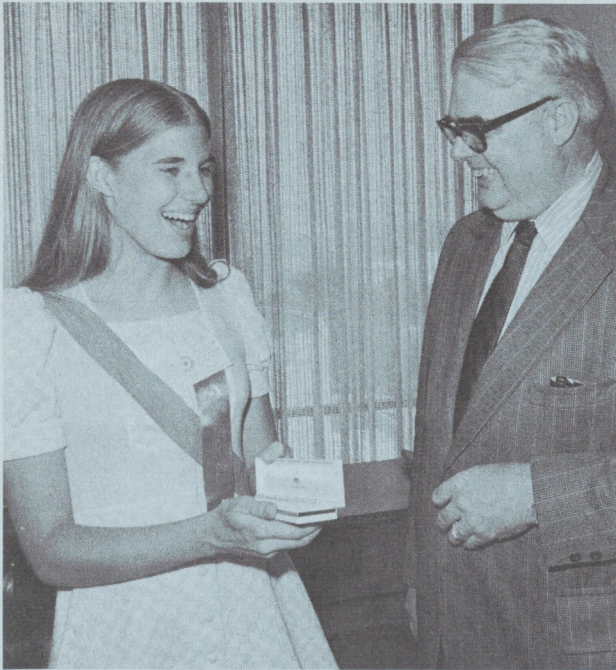
ENGINEERING SUPPORT. . . Two contract amendments totalling nearly \$7 million have been awarded by FAA to The MITRE Corp. of McLean, Va., for continued engineering and technical support of the agency's air traffic control automation programs and the planning, design, and analysis of the future airport and airway improvements. MITRE will receive \$4,535,000 under one contract amendment for support services related to the implementation of the enroute automation system and interface of this system with the terminal (ARTS III) system and the Electronic Voice Switching (EVS) System. The second contract modification covers MITRE's support of FAA's Office of Systems Engineering Management in the development of improved air traffic control and airport operating techniques capable of meeting the demands for services through the 1980s and into the 1990s. Its value is \$2,462,515. The two contract amendments provide for continuation of MITRE's engineering and technical support through next June 30.

THANKS FOR THE BONDS. . . Secretary Brinegar sent the following letter to Administrator Butterfield commending the agency for its accomplishment in the recent U.S. Savings Bond Campaign:

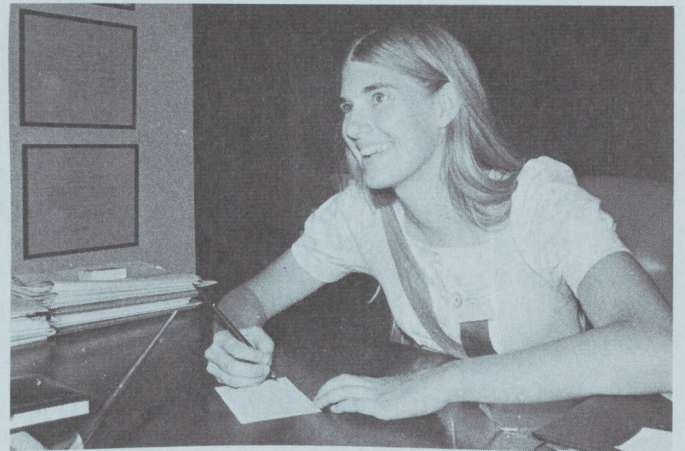
I was pleased to note that 84% of the Department's personnel were participating in the Savings Bonds program at the close of the recent annual campaign.

The Federal Aviation Administration attained a participation rate of 81% which represents an increase of almost 7% during the campaign. This is a commendable record in which you and the employees of the Administration should take pride.

ICAO SEEKING APPLICANTS. . . The following assignments are now available with the International Civil Aviation Organization (ICAO). CAIRO = 3 years: PC-17/73 Technical Officer, Communications, P-4 (GS-13/14) MONTREAL - 2 years: PC-16/73 Chief, Ground Branch, PO (GS-15/16). Applications due in AIA-29 by September 14, 1973. Additional information about duties, qualifications, salary and benefits is available at your Manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.



During her day as Girls Nation FAA Administratrix, Rebecca Sue Schmieding accepted an FAA charm bracelet from Acting Administrator James W. Dow in recognition of a job well done (left). Below, Ms. Schmieding is hard at work at the Administrator's desk. She reports, however, that no major policy changes were made during her administration.



ENERGY CONSERVATION. . . In response to the President's memorandum of June 29 establishing a government goal to reduce energy demand by 7 percent, beginning July 23 the GSA cleaning services in FOB-10A will be changed from night hours to day hours. The cleaning operations will start at 11 a.m. and finish at 7:30 p.m. Also in connection with this energy use reduction, fluorescent tubes will be removed from fixtures over nonworking areas and thermostat settings will be raised during the summer and lowered during the winter. These changes will be coordinated with building occupants and should not result in any employee discomfort.

BROWN BAG SPECIAL. . . Anita E. Hackney, Director of the University Without Walls at Howard University will come to FAA to discuss this non-classroom approach to learning designed to reach a wide range of students. One of the students currently in the program will also be present and the session will include a question and answer period. The talk will take place on Thursday, August 2, 1973, at 12 noon in conference room 5A and B. Everyone interested in learning more about the University Without Walls is encouraged to brown bag it and tune in to this possible alternative approach to a college degree.

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HEADQUARTERS

intercom

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

73-31 July 30, 1973

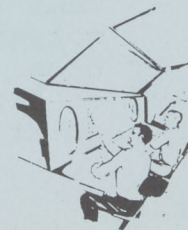
LIGHTING THE WAY

Brilliant efforts to improve runway and airport lighting by two employees in private industry have earned them the agency's Award for Distinguished Service. Edward W. Beale, an engineer for the SEPCO Division of Connecticut International Co., Windsor Locks, was recognized for his dedication and persistence in successfully developing runway centerline lights set into the pavement after larger companies abandoned their efforts. He was also responsible for several other important lighting developments. Arthur S. Schai, Senior Vice President of Vega Industries, Syracuse, N.Y., chaired a committee which harnessed the expertise of industry to provide the government with the most modern runway lighting hardware. He also traveled abroad widely at FAA's request to gather valuable information on break-away approach light masts. Award presentations to Beale and Schai are tentatively scheduled for later this summer in Washington.

FLIGHT DATA MESSAGES

WORKSHOP STUDIES AUTOMATION LINK

As part of a continuing program to gain maximum benefit from the evaluation of field personnel in improving ATC systems, eleven air traffic controllers and data system personnel attended a national Flight Data Entry and Printout (FDEP) workshop at Headquarters last week. The workshop investigated requirements and problems associated with the FDEP system which serves as a vital link for two-way communications between enroute centers and towers. Information such as flight plan data, flight progress, departures, cancellations and amendments are relayed between centers and towers by FDEP. Following the review of operational requirements and system problems, the group concluded that the present system is less effective in high density than in medium to low density terminals. However, experts from both low and high density towers recognized the need for such a system and were anxious to assist in upgrading it. They also zeroed in on the need for a suitable replacement system in the next few years. The group recommended a number of interim improvements to the present system which included a change in the present terminal flight progress strip format and changes in the NAS Enroute Stage A program to allow towers more flexibility in determining what they should receive. They also recommended an evaluation of all flight plan data being distributed via the ARTS III computer.



FROM AMERICA, WITH LOVE. . . . Speaking at the opening ceremonies of the U.S.-U.S.S.R. Technological Symposium and Exhibition in Moscow last week, Administrator Butterfield stressed American-Russian cooperation in aviation matters, especially in the area of air traffic control. The Administrator felt that both countries could profit by cooperation because they faced similar problems in the ATC field. Both nations have large land masses requiring an extensive ATC system in addition to possessing a wide variety of different weather and terrain which can cause ATC and aircraft problems, Butterfield noted. The FAA head said he looked forward to the day when standardization of U.S. and U.S.S.R. ATC systems would take place since this would result in safer aircraft operations.

THE WELCOME MAT IS OUT. . . . With school out and vacation-time underway, field facilities should be prepared for visitors. In fact, the agency is currently encouraging the public to visit flight service stations, control towers and air route traffic control centers in an effort to stimulate the public's interest in aviation and the FAA. National trade associations, civic groups and other organizations are being encouraged by FAA to suggest such tours to their local chapters as interesting, educational program activities. Local coordinators and facility chiefs are urged to cooperate.

VA SPEAKS--ABOUT ST. LOUIS FIRE. . . . Destruction of military records in the July 12 fire at the Military Records Center in St. Louis will have no impact on the 13 million veterans and dependents currently receiving veterans benefits, according to the Veterans Administration. VA records for those now receiving benefits are entirely separate from the records destroyed in the fire, and are kept at the VA's 57 regional offices, 169 hospitals and two insurance centers. Veterans primarily affected by loss of their military records in the fire are those who have not yet applied for service-connected disability compensation. However, the VA has back-up records, particularly a computerized list on some three million Vietnam veterans, which could help in establishing claims for persons whose records were destroyed. VA could also check with the veteran for his personal records, request affidavits from military buddies and from military doctors and hospitals and examine the veteran to determine the extent of disability.

TERMINAL CONTROL AREA TECHNICALITIES. . . . Here's a few words of clarification regarding the terminal control area story which appeared in the July 16 INTERCOM. The requirements affecting pilots are more stringent in Group I TCAs than in Group II TCAs. Most aircraft operating in Group I TCAs must carry radar beacon transponders, whether flying under visual flight rules (VFR) or instrument flight rules (IFR). In Group II TCAs, this requirement does not apply to VFR aircraft or to IFR flights to or from an airport other than the primary airport. Student pilots may not take off or land at the primary airport at Group I TCAs, but they may do so at Group II TCAs.

AIR TRAFFIC CONTROL IN LIVING COLOR? . . . Air traffic control radar-scopes may display information in living color, similar to color TVs, in the years to come. Engineers at NAFEC recently began evaluations of a modified radar console developed by the Norden Division of United Aircraft under a \$432,062 agency contract. The color console will be studied in a laboratory until June 1974 when a report on its feasibility will be issued. Other consoles will be delivered by Norden this September, including a color-modified ARTS III console. Color-coded displays may help eliminate loss of certain data in radar pictures cluttered by weather, and eliminate smearing of electronically written data and loss of data hidden by alphanumeric information tags. Different colors can also help reduce fatigue and the potential for misreading data as well as assist controllers to identify and interpret the data on their scopes.

FEDERAL EXECUTIVE DEVELOPMENT PROGRAM ANNOUNCED . . . The Office of Management and Budget in cooperation with the U. S. Civil Service Commission has announced the Federal Executive Development Program. This program is for employees at the GS-15 level or equivalent. Announcement and application forms have been mailed directly to employees who are registered in the CSC Executive Inventory. Other GS-15 employees who do not receive applications and announcements in the mail may obtain them from their servicing Manpower Division. The FEDP is designed for people willing to undertake new experiences, accept broader responsibilities, and meet the challenge of better management. Selectees will spend one year in planned individual development which includes activities in the Federal Executive Institute, Office of Management and Budget, and other developmental work assignments designed specifically for each participant. Upon completion of this program, participants will be prime candidates for a wide variety of positions throughout the Federal government requiring managerial and executive capabilities. For additional information contact your Manpower Division (in Washington, the Office of Personnel, Training Branch, APN-130, Joe Proctor, x63320). Applications must be sent directly to OMB before Aug. 10, 1973.

THE DOG DAYS OF AUGUST can be a pleasure with FAA WORLD in the shade with a tall, cool... In the upcoming issue, we tell the story of the 10-year plan for FSS modernization in "Tomorrow's FSS Today"... "Planes, Pilots and Regs"--The Flight Standards Story--concludes with coverage of the modern era...The center spread offers the second in our series of FAA maps: the ARTCCs and their boundaries... Have a laugh with the NAFEC Woman's Club as they cavort in a mock 1923 Miss America pageant...Take a look at the new Western Regional Office, the highly successful Tampa Raincheck, testing of oceanic separation equipment and the retirement of a 30-year veteran woman air traffic controller...You'll also find your favorite features: *Direct Line, Faces and Places, Like It Is, Mobility Gulch and Faables.*

PREVENTIVE MEDICINE RESULTS. . . . The diabetes screening program, conducted under the direction of Dr. Maria DeLuciano of the Office of Aviation Medicine in coordination with the National Institutes of Health, has proven successful in detecting a number of cases of diabetes and a variety of other conditions previously unknown to the persons being tested. As of July 20, 252 employees had been screened at the FAA clinic. Of these, 36 had high glucose counts and five were low; twenty-five had very high blood pressure readings and 15 were overweight. Three borderline cases of glaucoma were also detected. In another preventive medicine program, cases of coronary arterial disease, hypothyroidism, liver disease, diabetes, anemia, gout, ulcers, hypertension and malnutrition were detected. The life of one employee was saved by the discovery of arterial disease that is now being treated. Employees who test positive in any phase of this program receive follow-up treatment from the National Institutes of Health free of charge. Dr. DeLuciano hopes to repeat the screening program in the near future.

KEEP YOUR COOL. . . . Coming up in FAA's VIDICOM 22, "August Potpourri": Administrator Butterfield outlines the National Airspace Plan for industry; aviation education is shown in elementary schools; part of an FAA-assisted TV aviation weather program is shown; and advice on how to keep your cool in the summer sun is offered; and, of course, the regular Direct Line feature. Showtimes in the auditorium are every hour on the hour 10 a.m. to 3 p.m., Monday, Wednesday and Friday, August 6, 8 and 10.

BOWLING ANYONE?. . . . The FAA's 1973/74 ten pin bowling league is now being organized. The league will be bowling every Thursday beginning September 6 at 6:30 p.m. at the Seminary Recreation Center, Shirley Highway and Seminary Road. Last year's team captains should submit this season's team rosters to Darlene Carter. Also, anyone interested in signing up for the league should call Darlene Carter on x63446.

VOLUNTEERS FOR HISPANIC WEEK. . . . The Committee for Spanish Speaking, sponsored by the Office of Civil Rights, needs volunteers to assist with preparations for Hispanic Week (beginning Sept. 16, 1973). During the week the committee will show mid-day matinee films in the FAA auditorium stressing problems faced by Spanish-speaking Americans. It will also assist in determining material to be exhibited in the FAA lobby and coordinate with the GSI to decide which traditional Spanish dishes will be served in the FOB-10A cafeteria. For additional information contact Earl Ginyard, ACR-3, x63785 or Roy Lopez, x63348.

UNIVERSITY WITHOUT WALLS. . . . The Director of the University Without Walls at Howard University will speak at FAA Headquarters this Thursday about a non-classroom approach to learning. Anita Hackney, the Director, and a student in the program will also answer questions when the session takes place in conference room 5AB at 12 noon, August 2. If you're interested, come, listen and learn.

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HEADQUARTERS intercom

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

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73-31¹ Aug. 6, 1973

AIR RACER HONORED
FAA's Award for Distinguished Service was presented to S. J. "Steve" Wittman by Administrator Butterfield last week at the 21st Annual Experimental Aircraft Association Convention in Oshkosh, Wis. Mr. Wittman, for whom Wittman Field in Oshkosh is named, has been a test pilot and military flight instructor. He is the oldest racing pilot in the U.S. and has participated in and has won more air races than anyone in history. In 1931 he began operating a flying service at Winnebago County Airport and in 1940 became Airport Manager. Upon his retirement in 1969, the community honored him by renaming the airport after him.

LEO LEAVES

"Thank you for the opportunity to communicate." With these words to his fellow FAAers, Leo I. Beinhorn, Director of the Employee Communications Staff for the past two years, left the agency last Friday to join Distribution Number Bank, Inc., Washington, D.C.

RADAR DISPLAY SYSTEMS

CENTER AUTOMATION STEAMS AHEAD

The second phase of the agency's enroute center automation program is moving ahead on schedule. Computer-driven radar display systems capable of showing an aircraft's identity, altitude and altitude change have been delivered to 10 of the 20 NAS centers. The flight information is presented to the controller in the form of electronically-generated data tags which follow the related aircraft target or "blip." Whereas Los Angeles and Kansas City attained Initial Operating Capability in June of this year, the latest center to reach IOC with this equipment, on July 12, was the Oakland Center. Indianapolis is scheduled for IOC on Aug. 18 to be followed by Washington, Sept. 16; New York, Oct. 1; Cleveland, Oct. 2; Chicago, Oct. 19; Denver, Nov. 11; and Fort Worth, Dec. 21. IOC is attained after the equipment including the software or programming has been rigorously tested. After IOC another five to six months will elapse before the system is ready for the operational readiness demonstration or commissioning. By the time the commissioning takes place controllers are thoroughly trained on the equipment and the total integrated system is ready to go. Currently, commissioning dates at Los Angeles and Kansas City are scheduled for Nov. 11.

HAPPY ENDING IN ALASKA

In a voice edging near panic, the lost pilot radioed a call for help to anyone who was listening. Daniel R. Truesdell, flight service specialist at the Gulkana FSS in Alaska, heard it, calmed the pilot and began directing her towards the Gulkana airport. The pilot, (Continued on page 2)

WEAPONS CONTROL. . . New stricter rules governing the carriage of firearms and other dangerous weapons on aircraft by law enforcement officers and other authorized persons have been proposed by the agency. The notice of proposed rule making also prescribes new requirements for transportation of prisoners in the custody of law enforcement personnel. Present regulations governing air carrier operations prohibit anyone from carrying a dangerous weapon aboard an aircraft unless he is a local, state or Federal official who is authorized to carry arms. Also exempt are crewmembers and others authorized by the carrier to carry arms. The proposed rule would establish advance notification and positive identification procedures for local, state and Federal law enforcement personnel. In the case of the crewmember and others, they would need authorization from both FAA and the carrier in order to carry dangerous weapons.

CAPTOR HONORED. . . FAA's Distinguished Service Medal was presented recently to an airport security officer in recognition of his action in capturing a would-be hijacker at Spokane International Airport last March. James D. Worsham, the airport's Assistant Security Chief, received letters of congratulation from Administrator Butterfield and Secretary of Transportation Claude S. Brinegar. Two weeks before his heroics Worsham had graduated from the first class of students to attend the FAA aviation security training program in Oklahoma City.

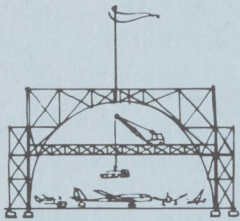
SUMMERTIME AT FAA. . . Summer employees at FAA are doing everything from clerk-steno work to research on the 150 Program. A total of 1,583 high school and college students and college graduates have joined the agency to get a look at government, gain experience and earn money. 1,090 of them are disadvantaged youth; 493 are other than disadvantaged. 725 of them belong to minority groups.

HAPPY ENDING IN ALASKA (Continued from page 1). . . who had two passengers aboard, said she was flying in and out of clouds; Truesdell told her to descend and stay away from them. Sighting the airport, the pilot was still near panic and was waved off after two hot and high approaches. FSS Chief Peter Davidson, watching from outside the station, carefully reviewed landing techniques with the pilot, who made a safe landing on the third try. During the month of July, 282 flight assists were reported -- 157 by flight service stations, 94 by towers and 31 by centers. There were a total of 423 people reported on board the aircraft involved. The primary causes for the assists included 171 lost pilots, 36 low on fuel, 33 involved in weather and 64 with some type of equipment malfunction. There were 102 pilots assisted by use of radar, 112 assisted with DF, 70 with VOR orientation and 48 by the use of geographical references. Reports indicate 14 student pilots involved, 15 gear-up landings averted, 29 night assists and 21 aircraft aided by other aircraft.

TOWER CABS COME CLEAN. . . . Five automatic window washers for air traffic control tower cabs will be bought by the agency for \$225,750 from the Steeplejac Division of Alpana Aluminum Products, Inc., Minneapolis. The washers will be installed by the contractor at towers in El Paso, Houston and Lubbock, Tex.; Tampa, Fla.; and Oklahoma City. Motor-driven, the washers will use squeegee blades and cleaning solutions to keep the windows clean. The first unit will be delivered in approximately 160 days, with the others following at 30 day intervals. Since the washers will be put in at operating towers, the contractor has been told to develop a plan to keep visibility obstructions to a minimum during installation. Design of the new washers is based on a prototype system which has been in use at Panama City, Fla. since Dec. 1971. No other automatic washers exist, although hand washing is possible at most towers. The agency plans to buy ten more automatic washers this fiscal year.

UP 50%. . . . FAA approval of airport planning projects increased 50 percent during FY '73 under the Planning Grant Program. The total funding given under the program was up almost \$1 million. The agency approved \$10,048,773 in PGP funds for 274 planning projects in 47 states and territories during the last year. This compares with \$9,061,104 for 180 projects in 39 states during FY 1972. 250 of the recent 274 grant requests were for the preparation of master plans at individual airports. The remaining 24 projects were for either statewide or metropolitan/regional airport system plans.

ADAP IN FY '74. . . . Applications are now being accepted by the FAA for beefed up Airport Development Aid Program funds during FY 1974. This year's ADAP incorporates two major changes as a result of recently enacted legislation. The program's authorization level has jumped from \$280 million to \$310 million. Also increased is the Federal share of the jointly-funded ADAP projects, by 25 percent in some cases. \$275 million of this year's ADAP funds are designated for air carrier airports and for those designated as "reliever" airports which provide separate general aviation facilities for high density terminal areas. The remaining \$35 million will be funneled toward airports used exclusively for general aviation.



ICAO SEEKING APPLICANTS. . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). CAIRO = 2 years: PC-18/73 Technical Officer, RAC/SAR, P=4 (GS-13/14), Middle East and Eastern African Regional Office. MONTREAL = 2 years: PC-19/73 Supervisor, Air Information Unit, P=3 (GS-11/13), Air Information Unit, Aeronautical Information and Charts, Flight Branch, Air Navigation Bureau. Applications due in AIA=29 Sept. 28, 1973. Additional information about qualifications, duties, salary and benefits is available at your Manpower Division. FAA employees accepting ICAO assignments are entitled to restoration rights.

UPWARD MOBILITY. . . An air traffic control examination will be given Friday, August 17, from 9 a.m. to 1 p.m. in FOB-10A, conference rooms 8ABC. The test is open to all persons interested in a career in this field. Orientation sessions for the exam will be given at the same location on Wednesday and Thursday, August 15 and 16, from 9 a.m. to 12 noon. There is a maximum age limit of 30 at the time of appointment for all candidates considered for tower and center positions. Entry into the ATC program is at the GS-4, 5 or 7 level. For further information about this exam contact Bernice Young at x63370.

HOT WEATHER GOT YOU DOWN?. . . FAA's VIDICOM 22 tells you how to keep your cool in the summer sun. Also included in the "August Potpourri" are segments on how aviation education is taught in elementary schools; Administrator Butterfield outlining the National Airspace Plan for industry at the National Aviation System Planning Conference; and how an FAA-assisted TV aviation weather program is put together. So stay out of the hot sun. Come to the third floor auditorium and see VIDICOM 22, "August Potpourri." Showtimes are every hour on the hour, 10 a.m. to 3 p.m., Monday, Wednesday and Friday, August 6, 8 and 10, and Tuesday, Wednesday and Friday, August 14, 15 and 17.

CONTINUING EDUCATION. . . A variety of courses of special interest to employed women will be offered this fall by the Continuing Education for Women Program at George Washington University. Courses cover a variety of areas including career and personal counseling, creative thinking and problem solving, real estate, developing supervisory skills and two special 12-month career-oriented legal assistant and landscape architecture assistant programs. A Master of Arts in Women's Studies is also offered through the Graduate School of Arts and Sciences. The courses are scheduled at convenient times for employed women and, of course, are open to men as well. For further information about these and other courses call 676-7036.

DOT TENNIS TOURNAMENT. . . The DOT Tennis Council will conduct the third annual DOT Department-wide tennis tournament beginning August 17. The areas of competition include men's singles, women's singles, men's doubles and, for first round losers, men's consolation singles and doubles. Trophies will be awarded to the winners and runners-up in each division. To enter, contact Frank Krueger on x63621 by Thursday, August 16.

HAVE YOU HEARD THE LATEST?. . . If not, get the up-to-the minute FAA news, the area weather forecast and the FAA cafeteria menu by dialing x63232. INTERCOM Broadcast Briefs will fill you in on the latest happenings around FAA. Get the word. Call IBB, x63232 on your telephone dial.

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HEADQUARTERS

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

73=33 Aug. 13, 1973

"GYPSY" CONTROLLERS

The "Gypsy" controllers, resplendent with specially designed "Gypsy" patches on their jackets, gathered at Wittman Field in Oshkosh, Wis., the first week in August to help sort out the traffic flying in for the 21st Annual Experimental Aircraft Association Convention. The gypsies--so named because of their transient status--not only helped man the control tower but also staffed two mobile control units rolled out onto the field for the occasion. During the seven day fly-in, the 17 gypsies and six regular controllers handled 58,440 operations. On the peak day, Friday, Aug. 3, 12,071 operations were counted. According to Tower Chief L.W. Davis, hand signals and ping pong paddles were used to expedite as many as three takeoffs a minute. Controllers who came to help out wearing "Gypsy" patches included: (Continued on page 2)

REQUEST CUT BY \$25 MILLION

FAA BUDGET PASSED BY CONGRESS

The fiscal year 1974 DOT budget bill which was passed by Congress last Friday included \$1.541 billion for the FAA, a reduction of some \$25 million from the agency's request. The bill is now awaiting the President's signature. Included in the Congressional reduction is a cut of \$10.8 million from the agency's Operations appropriation, \$7.9 million from the Research, Engineering and Development appropriation and smaller amounts from several other categories. Specifically approved in the R&D category was \$2.69 million for work on the AEROSAT aeronautical communications satellite program. The bill provides for total staffing requested by FAA which includes an increase of 935 positions over the FY 1973 level for air traffic control, maintenance and security functions. In a separate action, Congress had previously passed and the President approved an amendment to the Airport and Airway Act which provides \$620 million for airport development grants for FY 1974 and 1975, an increase of \$60.0 million over the \$560 million originally proposed by the Department.

BUTTERFIELD TELLS OF RUSSIAN TRIP

Administrator Butterfield described his recent trip to Moscow during an informal press conference last week at Headquarters. He emphasized that throughout the trip in the USSR he was treated most cordially, and went on to explain that aviation safety and efficiency depend on some commonality of equipment and similarity of operational procedures. Although he stressed that no nation has a monopoly on brains or technical know-how, he said the agency is very proud (Continued on page 2)

MPIS TO TAKE GREAT LEAP FORWARD. . . . After five years of development, the Manpower and Personnel Information System (MPIS) will take a giant step towards reality when deliveries of computer keyboard terminals to the regions are made in September. Incoterm Corp., Natick, Mass. was awarded a \$627,756 contract recently for 63 terminals, 50 printers and 15 magnetic tape recorders; 45 terminals, 38 printers and all the recorders will be used directly in the MPIS program. MPIS is now scheduled to go "on the air" in April of next year when regional and Washington people will begin using the terminal keyboards, linked to a computer in Oklahoma City, to process all agency personnel actions. Between September and April, regional manpower specialists will get "hands-on" training in the use of the system. When MPIS goes into operation, a tremendous range of highly accurate information on the FAA work force or any part of it will be available to agency managers at a previously undreamed of speed--about one day. Employees' personnel records will also be kept with far more accuracy than they have been until now, because the MPIS computer will root out any errors when new information is added.

LABOR CONFERENCE HAS A FIELD DAY. . . . "Renegotiating the Labor Agreement" was the theme for this year's national Labor-Management Relations Conference July 31-Aug. 2 at Headquarters. LMR specialists from the regions, NAFEC and the Aeronautical Center discussed methods and problems of renegotiating both national and local labor agreements as well as hearing DOT views on the LMR program from Kenneth H. Chandler, Acting Director of Personnel and Training for the Department. The conference also featured a "field day" in which regional LMR representatives gave 30 minute reports on each regional program. A Civil Service Commission representative also discussed the proposed CSC appeals system and conferees talked about FY 1974/75 goals and objectives. Director of Labor Relations Edward V. Curran chaired the conference.

BACK FROM RUSSIA, BUTTERFIELD TALKS (Continued from page 1). . . of its air traffic control system. "It is the largest, certainly the most complex and, I feel, the best," he said, and explained that the Soviets are also impressed by U.S. hardware and are most interested in the U.S. ATC system. The Russians seem to have the intention of buying American equipment, he added. In speaking of the trip in general he said that he and his party had flown to Moscow in FAA's own N 1, the Lockheed Jetstar aircraft, after stopping in Copenhagen to pick up a Soviet radioman.

"GYPSY" CONTROLLERS (Continued from page 1). . . Lee Arneson, Jamesville, Wis.; Gene Simmons, Flint, Mich.; Doug Rattke, Midway, Chicago; Bob Margala, Detroit Metro; Mike Krutchevski, Indianapolis; Russ Ponessa and Bob Trontvet, Flying Cloud, Minn.; Bill Olson, Alton, Ill.; Jim Brenner, LaCrosse, Wis.; Tom Wilkins, Willow Run, Mich.; Bill Katt, Saginaw, Mich.; Ryan Gove and Garry Simpson, Madison, Wis.; Joe Schmieder and Jim Zitnik, Du Page, Ill.; and David Sheppard and Terry Daugherly, Minneapolis International.

DALLAS-FORT WORTH AIRPORT CERTIFICATE PRESENTED. . . Executive Director of the new 17,000 acre Dallas-Fort Worth Regional Airport, Thomas M. Sullivan, accepted an official FAA Airport Operating Certificate from Southwest Region Director Henry Newman last week, clearing the way for airport operations to begin on Oct. 28. Dedication ceremonies including an air show will take place Sept. 20-23, with the actual dedication on the 22nd. The 196-foot control tower, which will house technicians for a complete airway facilities sector as well as air traffic controllers, is scheduled for dedication in mid-October. The tower's complement of equipment will include the agency's first terminal communications switching system, which allows controllers far greater flexibility in communications with aircraft and other controllers, because the system isn't limited by a fixed number of telephone lines. One of the airport's five instrument landing systems has already been commissioned by the agency, and the other four will be operational by the time the airport opens. This is the largest number of operating ILSs ever installed at a new airport.

DIRECT-POUCH MAIL SERVICE IS A-OK. . . You can use with confidence the direct-pouch mail service that links Washington Headquarters and the regions and centers. The last test in July showed that 95 percent of pouches traveled only one workday or less before they reached their mailroom destination. The longest travel time is a lapse of two workdays from Washington to distant Honolulu and Anchorage. However, AAL and APC pouches return to Washington with only one workday elapsed. Use the direct pouches for Washington mail to addressees in regions and centers and for regional and center mail going to Washington. All you need is a routing symbol on a messenger envelope, regular envelope, or package to get this fast mail service. If you have questions about this mail service, call your mailroom supervisor.

NOW HEAR THIS. . . A new safety regulation requiring air carriers to have public address and interphone systems on all aircraft with more than 19 passenger seats has been adopted by the agency. Air travel clubs and air taxi operators of large aircraft also are affected by the ruling. They would have two years--or until Sept. 8, 1975--to comply with the new requirements. A public address and interphone system can be invaluable during emergencies by keeping passengers and crewmembers informed of developments and briefing them on procedures. Although many aircraft in commercial service already have public address and interphone systems, there is no current requirement for such equipment. Moreover, there is no requirement now that this equipment be operational on those aircraft where installed. Under the new regulation, the public address system must be accessible for immediate use by flight crewmembers in the pilot's compartment and at least one flight attendant in the passenger compartment and be clearly audible throughout the aircraft. The interphone system must provide a means of two-way communication between the flight deck and at least one flight attendant station. Both the public address and interphone systems must be operational at the time of take off, according to the regulation.

AWARDS PROGRAM. . . Summer Aids, Vocational Office Trainees, Stay-In-School Enrollees and Summer Employment Examination Employees will be honored at an awards program in the third floor auditorium Aug. 31. The awards include Certificates of Satisfactory Participation in the Summer Employment Program, Certificates of Training Completion, and Letters of Appreciation and Commendation. The program will be held from 9 a.m. to 11 a.m. and all summer employees, their supervisors and other interested employees are invited to attend. Please furnish Abraham L. Coney, APN-106, with the names of those to be honored, type of award being presented and the name of the official making the presentation by Aug. 24.

"AUGUST POTPOURRI". . . Don't miss your last chance to see FAA's VIDICOM 22, "August Potpourri." This interesting program, which covers a variety of subjects including aviation education, TV aviation weather, the National Airspace Plan and how to play it safe in the sun, will have its final showings in the auditorium on Tuesday, Wednesday and Friday, Aug. 14, 15 and 17, every hour on the hour from 10 a.m. to 3 p.m.

WOMEN'S SUBCOMMITTEE NEWS. . . The Women's Subcommittee of the Civil Rights Committee is making things happen. For starters, a new Chairperson, Nancy C. Walsh, APN-170, has been selected to serve a six month term. Also, the subcommittee recently sponsored a talk by the Director of the University Without Walls at Howard University which was well attended by both men and women. Those who attended came away very well informed about this really new and exciting approach to obtaining a bachelor's degree. The subcommittee hopes to sponsor more programs and speakers in the coming months. If you would like to participate, contact Nancy Walsh, x68034, for further information.

GSA CLEANING SCHEDULE CHANGE. . . Starting Monday, Aug. 13, the GSA cleaning force will empty wastebaskets every Monday, Wednesday and Friday. Employees are requested to refrain from depositing scraps of food, partially filled coffee and Coke containers, etc., into wastebaskets in the office area.

AWARDS AND REWARDS. . . The Airway Facilities Service presented Quality Within-Grade Pay Increases to Robert Hodge, James F. Stemple and Albert C. Christie. Special Achievement Awards were presented to Mary Van Riper and Wilda Sampson. Carl E. Shiplett received a \$205 award for a suggestion he made which will improve shortage reporting in the preparation of procurement requests. Airports Service presented Quality Within-Grade Pay Increases based on outstanding performance to Clarence O. Baron and Helen E. Butler.

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SPECIAL

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

August 15, 1973

HUNDREDS RETIRE FROM AGENCY

Nearly 1,000 FAA employees retired in the last quarter of fiscal year 1973—932 to be exact. Most of them were taking advantage of 6.1 percent automatic annuity increase which came with this year's high rise in the consumer price index. Uncountable years of services are represented by the names of the retirees, and immeasurable service to the agency. A fond farewell to all of them....



AERO CENTER

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

Eighty-seven people retired at the Aeronautical Center including Earl E. Blanchard, Chief of the National Flight Inspection Division. Also retiring was Harold M. Salut, who traveled with a flying circus in Canada in 1932 and who used to climb from race cars into low-flying airplanes on dangling rope ladders. Rounding out the list of retirees were:

Charles E. Abbott, William Adams, Jack E. Alley, Joseph A. Amico, Jr., Jack C. Arnold, David H. Asmus, Herman A. Austin, Joseph C. Barnes, Donald S. Beall, Lee W. Beasley, Merwyn M. Beavers, Hal L. Benson, Andrew E. Berry, Norman J. Bowden, James F. Boyd, Stephen J. Brodnan, Harold F. Brown, Harry F. Brown, Jerome G. Broudy, Dorothy L. Canary, Leslie H. Carney, Mildred K. Clary, William B. Coburn, Ruth L. Collins, William H. Cosgrove, Ivan O. Cullen, Byron J. Cummings, Marie H. Derby, Hoyt C. Dean, Alice E. Delaney, Homer J. Dewberry, Theodore F. Dewitte, Daniel H. Ely, Joseph P. Fallin, Leonard H. Ferguson, Truman V. Frisby, Frank Fuhrer, James L. Furbee, Denzil O. Glass, James E. Gourley, Beulah L. Green, Virginia G. Hard, Jewell M. Holsonback, Wiley J. House, Arthur F. Johnson, Robert H. Jones, Robert O. Kassel, John F. Kempf,

Fred Kilgo, Fred P. Kilgore, James W. King, Eldred C. Lindamood, John R. Little, Frank A. Martinez, Homer F. McCabe, Robert E. McDowell, Aubrey F. McNally, William L. McLeod, Frank J. Miller, Elton A. Moore, Kenneth S. Mysinger, Oswell A. Nash, Rayford H. Orren, Kenneth J. Payton, Edward E. Phillips, Francis N. Quick, Kenneth R. Reed, Kenneth A. C. Richison, William S. Robbins, Delmar A. Robinson, Ted C. Rodarm, James E. Rogers, William F. Rotramel, Harold A. Swallow, William O. Todd, Paul Turner, Bobby R. Watson, Harvey L. Westmoreland, James White, Jr., Dale S. Wickizer, Alfred E. Wiley, Carlos C. Wilson, Glen H. Woldridge, Hugh E. Wolford, Paul E. Young.

The logo for Alaskan Intercom features a stylized 'F' and 'A' on the left, followed by the word 'ALASKAN' in a bold, sans-serif font, and 'intercom' in a larger, lowercase, bold, sans-serif font below it.

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

Twenty-nine men and four women retired in the Alaskan Region in the last quarter of FY '73. The employees, who had a combined total of 830 years service, were:

Philip Argail, Donn Baker, Jessie Bailey, William Barber, Joe Britton, William Brown, Grace Butts, David Carr, Russell Clark, John Craig, Max Cutshall, Jack Davidson, Gordon Dodge, George Doil, Percy Faison, Fred Healy, Carl Hobbs, Benjamin Holeman, Melvin Holroyd, George Karabelnikoff, Eugene Litz, Frank Loewe, John Lowe, Russell McConnell, Charles Osgood, Lloyd Patrick, Mary Schmutte, John Simon, Julian Spillers, Charles Thomas, Annamae Walker, Francis Witts, Annette Yager.

The logo for Central Intercom features a stylized 'F' and 'A' on the left, followed by the word 'CENTRAL' in a bold, sans-serif font, and 'intercom' in a larger, lowercase, bold, sans-serif font below it.

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

Ending a 34-year agency career, Central Region Deputy Director Chester W. Wells retired on June 30. Jerome P. Francis, Chief of the Lincoln, Neb. FSS also retired, winding up a career that began in Bitter Creek, Wyo. where he was an Assistant Airway Keeper 35 years ago. Forty-two others retired as well:

Ernest E. Albee, Edgar H. Albers, James E. Carl, Leslie F. Clayton, Eric L. Cook, William R. Dallam, Dan W. Davis, David C. Detamore, John J. Dixon, Raymond W. Elder, Elton H. Freeman, Joseph W. Haugan, William A. Hawkins, James R. Hixson, Wayman Huffman, John W. Hurley, Robert L. King, Stephen N. Kramerich, Helen E. Leslie, La Vey M. Louk, Leona A. Marler, Newton L. Myers,

Charles H. New, Forest W. Nothnagel, Charles M. Palmer, Andrew J. Pohl, Theo Pope, Robert H. Popejoy, Wayne S. Propst, Harlin H. Pryor, Herman Puttkammer, John E. Ramsey, William E. Riddle, May Ruckle, Raymond H. Rutherford, Curtis M. Shew, Gerald T. Soper, Wayne Testerman, Roy F. Wade, Eugene B. Wheat, Gerald F. White, Richard T. Voegele.



DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

Eastern Region's top man, Region Director George Gary, as well as one of his division chiefs, Robert M. Brown of Airway Facilities, left the rolls by the end of FY '73. Gary had been region head since 1967. The region also wished happy retirements to 82 others:

Adam Adams, Leslie Arvay, Merrill G. Barrows, August J. Behrens, Charles M. Brandt, Beatrice R. Brees, Cyril J. Brixius, Clyde E. Brown, Anthony Camill, Nicholas J. Carlis, Henry C. Carris, Thomas M. Cassidy, Phillip J. Ceconi, Henry E. Charland, Americo T. Chiarity, James H. Clark, Noah A. Cox, George R. Cranston, Howard S. Crofoot, Anthony Cupiccia, James Dollard, Thomas H. Dye, Kenneth L. Dyste, John A. Engelbach, Frank T. Eustice, Stephen G. Fanala, Melvin L. Fisher, Edwin F. Fitzpatrick, James J. Flannery, Murice D. Fulmer, Fred P. Furnari, William J. Garrecht, William L. German, Harold J. Griffin, Lee B. Gruber, Vincent T. Guccione, Robert Gunsberg, Vestula R. Harris, Norman M. Heckman, William L. Hoy, James F. Huff, Sarah Karp, Joseph F. Karpfen, Jule M. Kershaw, Richard A. Klein, Joseph M. Kuhar, Mary Kwasnick, Donald Lawson, Arthur J. Lea, Robert E. Leana, Peter L. Lewis, Joseph Libutti, Urban P. Lyons, Angela M. Maniscalco, Edward Miller, James F. Mitchell, Harris E. Mizener, Harrison E. Moore, John L. Moriarty, Dorothy M. Mulfinger, Vonnie E. McDaniel, John L. McGiverin, Archie L. Napolitano, Max Pasternick, Julius W. Penka, David A. Pommiss, Ralph H. Rockers, James T. Roddy, Nelson C. Royall, Spencer C. Sims, John M. Sulak, Allen E. Taylor, Joseph Teicheira, Robert H. Tiernan, Carl Tutino, Robert T. Underwood, Albert F. Valunas, Bernard Weinberger, Donald E. Wilkes, Irving Willis, Maryin C. Wright, Norvell Wright.



**EUROPEAN
Intercom**

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

The two people in the Europe, Africa and Middle East Region who retired worked on Long Island, N.Y. They were James Moran with the Systems Worthiness Analysis Team (SWAP) and Kathleen M. Neefus with the International Field Office, both located in Valley Stream.



**GREAT LAKES
Intercom**

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

Great Lakes Region led the agency in retiring facility chiefs. Nine tower chiefs were cleared for takeoff: Wesley Schafer, Cincinnati; James Lenhardt, Willow Run (Ypsilanti, Mich.); George Niles, Detroit Metro; Solomon Ott, Detroit City; David Buckman, Milwaukee; Lawrence Lyman, Lansing; Stanley Ketcham, Minneapolis; Raymond Robinson, Fort Wayne, Ind.; and Robert Beck, Toledo. Also leaving were FSS chiefs Houston Doyle, Cincinnati; and Lendale Berg, Green Bay, Wisc. Hurant Tavatin, chief of the Columbus, Oh. General Aviation District Office, retired as did Airway Facilities Sector Managers Denzel Begley, Minneapolis; and Frank Schrack, Indianapolis. Flight Standards Division Chief Paul Cannon completes the round-up of retiring GL brass. In all, 76 left the rolls, including:

George Barnes, Robert Bauer, Daniel Beyersdorf, Homer Britten, Charles Brown, Robert Brown, Stanely Burke, Harold Butler, Robert Chamberlain, Bernard Clough, Walter Crary, Robert Davies, Glen R. Earl, Anthony Ewish, George Ferry, Anthony Frank, Roger Graves, John Higganbothan, Arthur Hocker, Anna Holland, Charles Horzen, Fred Howland, Donald Hrascs, Edward Jensen, Harry Johnson, Margaret Kelly, Edward Kuntscher, Harry Lewis, Robert Mayer, Eugene McMahon, Andrew Miller, Jr., Marjorie Muir, James O'Brien, Chester Olesak, Ivar Olson, Raymond Rechlicz, Ervin Schnuck, Albert Schott, Eric Schuster, Harold Shields, Stanley Slavin, Clarence Starr, Samuel Steele, Maurice Stewart, Ralph Stumpf, Joseph Sullivan, Robert Turner, Alma Underwood, Earl Wagener, Jacob Walker, James Weber, James Wetzal, Mary Whitemoss, Dorothy Wilkinson, Harold Wren, J. Leland Wright, Anton Hren, Harold Shireman, Neal Davis, Harold Hurst, Hans Noren.



DEPARTMENT OF TRANSPORTATION/FEDERAL AVIATION ADMINISTRATION

Twenty-three NAFEC employees hit the retirement trail, among them a warehouse forklift operator, Oscar Young, a photographer, Kelso E. Taylor, and an experimental machinist, Herbert H. Dorn. The others were:

Nathaniel Braverman, Lillian B. Carlin, Harry K. Champion, Paul Coulthard, Cora F. Davis, Edna T. Dearie, Patrick J. Duggan, Vance C. Gallagher, Charles J. Hutton, Floyd F. Jones, Charles T. Luft, Mary W. Newman, Carl R. Rackoski, William A. Rauscher, Jack M. Rosen, S. Albert Segen, Ernest L. Snyder, Robert B. Stein, Rosemarie Sutocky, Virgel E. Willey.



DEPARTMENT OF TRANSPORTATION/FEDERAL AVIATION ADMINISTRATION

Among the 30 New England Region retirees were George A. Spires, Manager of the Burlington, Vt. Airway Facilities Sector and tower chiefs Bernard B. Campagna, Bridgeport; Joseph V. Connelly, Boston Logan; and Theodore A. Mattil, Bradley International, Windsor Locks, Conn. Connelly had been chief of the Boston Tower in 1937 when it was owned by the city. The other NE retirees were:

James W. Allen, Buhl K. Bassett, Stephen J. Bistran, Clarence R. Boudman, Donald F. Cuddyer, William S. DeLuca, Raymond A. Fissette, Paul M. Homuth, Arthur J. Ide, Harold L. Kennedy, John B. Komich, Clarence R. Kynock, Henry G. Malo, Robert H. McCormick, Kenneth J. McGreevy, Dorothy F. McLaughlin, Eli Nannis, Edmond J. Prindiville, Frederick D. Pullis, John P. Regan, Frederick Salloom, Anton Schanz, Richard C. Schmell, Carol E. Theriault, Alfred C. Urbon, Arthur M. Zweil.



**NORTHWEST
intercom**

DEPARTMENT OF TRANSPORTATION/FEDERAL AVIATION ADMINISTRATION

Of the 37 retirees in the Northwest Region, Arthur Wheeler, flight service specialist at the Hoquiam, Wash. FSS had the longest service, 40 years, for which he received an emblem and retirement certificate from Region Director Chris Walk. And the others were:

William T. Adams, George E. Ball, Gerald Bechler, Herbert Blomberg, Robert P. Browne, Betty Carmichael, William R. Chambers, Delbert M. Crowson, Jack B. Currie, George S. Edmondstone, Joseph Feldman, Charles W. Gilson, Frederic Granger, Robert L. Holen, Leo Johnson, William Kenoyer, John E. Layton, Joseph P. Malloy, Leroy D. Mason, Robert Matthews, Wesley S. McIntosh, Margaret H. McKone, G. LaVerne Merrill, George E. Milligan, Lamar H. Nielson, Russel W. Roseborough, Alden A. Rova, Nettie Schein, William R. Shoalts, Martin F. Swanson, William Tipton, John L. Townsend, George W. Walker, Roy A. Wanska, Nathan E. Ward, Bolek S. Wojtasek.



**PACIFIC-ASIA
intercom**

DEPARTMENT OF TRANSPORTATION/FEDERAL AVIATION ADMINISTRATION

Deputy Director of the Pacific-Asia Region John H. Hilton led the list of retirees in FAA's balmiest region. Also leaving were Division Chiefs Robert R. Gunn, Manpower; George K.C. Au, Budget; and Herbert H. Stanley, Air Traffic. Completing the list of 82 retirees were:

George S. Amundson, Joan Anderson, Charles Baker, John Barboza, William C. Benning, Aaron Brenessel, James Q. Casey, Eunice W. Chang, Melvin M. S. Chock, Dora K. Chong, Charles F. C. Chu, William F. Clark, John DelRosario, Elizabeth M. DeMello, Donald C. Dickenson, Edward C. Dolan, Jr., Lowell V. Dravenstadt, Adelaide K. Dube, Elliot A. Eckert, Philip F. Evans, James Falwell, Clarence K. B. Fong, Donald Gutman, Lillian O. Gwinn, Joseph K. Hao, Hal D. Henderson, Robert L. Hew, Rose L. Ho, Katherine Holloway, James A. Holmes, Joseph F. Hospy, Mariano F. Hostallero, Guy R. Hudson, Takashi Ishihara, Kameichi Iwai, Mary E. Johnston, Edward R. Juan, Lester T. Kato, Clifford H. Kawasaki, Joseph G. Kealoha, Henry

Keliioomaluu, Lyle Kilpatrick, Mabel Kobayashi, Tandy Kualii, Carolyn N. Kunioki, Luke Lai, Francis K. U. Laimana, Jack Lassen, Henry K. Lee, Norma Y. Ma, K. Steward McClelland, Dorothy L. McGregor, Charles J. Miesel, Eli A. Mikos, Joseph E. Morin, Howard M. Moriwaki, Lowell C. Morris, Jr., Walter C. Nielsen, Edgar Pearson, Curtis W. Phifer, Velma C. Pinson, Orencio Ragudos, Barbara T. Ricketts, Palma E. Ringdahl, Hugh E. Roof, Margaret H. Sakata, Haruo Sato, Arthur J. Sevigny, Wilfred S. Shobu, Bruce Shoulders, Peter G. Sisman, Teresa A. Smith, Thomas T. Takeshita, Freddie G. Tarlton, Reuben H. Van Alst, Jr., James G. M. Wee, Caroline I. Wilson, Man Fai Young, Leonard C. Nelson.



DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

Clifford Wheeler, who had been a flight service station chief for 35 years, the last 32 of them at the Rock Springs FSS, was high on the list of notables retiring in the Rocky Mountain Region. Also among the 54 retirees was Colorado Springs Tower Chief John Keleher, and the others were:

Bruce Abelein, Loretta Allen, John Baumstark, Donald S. Barnes, Joseph A. Beebe, Edward A. Bowden, James G. Cheatham, Virgil W. Clark, Roy G. Clift, Roy L. Coop, R. George Cowles, Robert Dalton, Richard Davis, James L. Dixon, Dewey Donato, William E. Earle, Harold Ekstrom, Kenneth Fagan, Harold Greenleaf, Joseph R. Hancock, Harold D. Horrocks, Eldon Houston, Wayne Jordan, Robert Kelly, Henry T. Kimbell, Delbert I. Kinney, Donald W. Knudsen, Thomas Lane, Wallace Mastro, Carl R. McKay, Elsa McKay, Edward Miklos, Roy L. Olson, Ira Packard, Frederick Parke, Benedict Paul, George Peabody, Philip H. Ream, Charles C. Richards, Virginia Rose, Raymond Schanel, Laurence B. Smith, Frank T. Stefonek, Everett K. Stroupe, Melvin E. Suess, Lee Sympson, Max Taylor, Marie H. Tolbert, John E. Toth, Edward Ueek, Edwin Underwood, Eugene Vanzweden.



DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

Among the 94 retiring employees in the Southern Region were six facility chiefs including tower chiefs James F. Arthur, Memphis; William R. Giddings, Columbus, Ga.; and James W. Godwin, Panama City, Fla.--and FSS chiefs Benjamin Eulenfeld, Brunswick, Ga.; James C. Ray, Anniston, Ala.; and Joseph W. Reid, Meridian, Miss.

Constant S. Moeller, Manager of the Greer, S.C. Airway Facilities Sector, and Budget Division Chief James C. Rushin also retired along with these So employees:

Jack D. Alderson, Arthur R. Ashley, May T. Bennett, Joel C. Bostian, Clarence E. Boynton, Julian V. Brandt, Jr., Marvin C. Braswell, Patrick A. Brennan, Charles J. C. Bridwell, Modelle H. Brooks, Carl R. Browning, Harry L. Brown, Jr., Jesse H. Caraway, James V. Cardullo, Robert C. Chalfonte, Robert L. Chatham, Arthur B. Chestnut, William H. Clinton, Richard N. Cosgrove, Hugh W. Couey, Arthur W. Courtney, Louis E. C. Curen, Jr., Parker D. Curry, James N. Denson, Lucian P. Downing, Eunice K. Driesbaugh, Robert A. Dunn, Richard H. Durdin, Oral H. Ellis, Edwin F. Finch, Aurelio Firpi, Maurice E. Foor, Jasper W. Forehand, Wendell T. Fosdick, James N. Green, Jr., Melba A. Gregory, Phillip O. Gressly, Howard H. Hanson, James F. Hartzog, Charles E. Hatmaker, Eugene K. Henderson, Jasper C. Herndon, Arden E. Hixson, Samuel A. Howard, Clifton C. Hutchison, Leroy F. Jackson, William J. Jeffers, Hugh B. Johnson, Ben F. King, George B. Leonard, Nick P. Lester, Frederick F. Levey, James C. Lowther, Robert D. McRae, Marshall M. Malcom, Stewart P. Mallard, Kenneth T. Mallory, Charles H. Martin, Isaac T. Mathis, Peter J. Menten, Philip Mindel, Bascom G. Moore, Jr., Donald W. Moyer, Ethel E. Mulloy, Cornelius C. Nunn, Ronald L. Olson, John F. Parker, Charles C. Pharo, Jack L. Poteat, Rose D. Reese, James T. Reid, Leo Reifman, Elvin R. Rikard, James O. Robertson, Lester A. Smythe, Ernest H. Sovey, Jr., Tommy H. Sorrow, Marda M. Sticher, Robert S. Stone, Charles H. Strickland, Nancy M. Valente, Lois Wallace, Thomas F. Welchel, C. Leyton Willis, Herbert G. Willis, Jr., Frances K. Young.



DEPARTMENT OF TRANSPORTATION/FEDERAL AVIATION ADMINISTRATION

Three top people on the region director's staff retired in the Southwest Region--Deputy Director Robert V. Reynolds, Executive Officer Enar (Bud) Olson, and Appraisal Staff Chief Kirby L. Brannon. Also heading into the sunset were Lazard S. Falcon, Chief of the New Orleans Lakefront Tower, George R. Brunner, Chief of the New Orleans International (Moisant) Tower, and Carl J. Gunn, Manager of the Fort Worth Airway Facilities Sector. The rest of the 124 SW people calling it a career were:

James N. Aber, James L. Allen, Royce Allison, James L. Amiot, Eugene V. Anderson, William V. Baits, Marguerite Baker, Robert Ballard, Sam J. Ballard, John E. Ballington, Boyce O. Beard, Ronald W. Beckel, Louis J. Bergeron, Cecil R. Bowles, Angus O. Brown, Arthur W. Busnach, Oren Burns, Kenneth J. Butler, Joe D. Byrd, D. A. Carroll, Luther D. Clements, Noel V. Cook, Anelle C. Corley, Earl Cowley, Jack E. Cox, John J. Coyle, Felix B.

Craddock, Stuart H. Crockett, Annie M. Crouse, William S. Culbertson, Frances M. Davis, Jerald A. Davis, Robert N. Davis, William L. Davis, Eusebio Deases, Charles A. Dickerson, Archie F. Dodson, William B. Duncan, Marvin H. Durst, Jack E. Eldridge, George E. Elliott, Robert A. Forbes, Jeff S. Fox, Raymond E. Fryer, Frances G. Fuller, Charles B. Gambel, Morriss S. Gaskill, Charles D. Gaylor, Billy J. Gilliland, Louis Goodman, George A. Green, David W. Grier, Clarke D. Hagan, Pat N. Hardesty, Fred H. Harlan, Jesse N. Hastey, Jack Howard, W. Leon House, Harold E. Hudgeons, George E. Hulbert, J. Shannon Jackson, Hazel Jones, Warren F. Jones, Herbert G. Karges, John King, Warren R. Landon, Robert J. Landry, Emmett LaPorte, Claude J. Lentini, Herbert Linder, William Manus, Charles M. Martin, Jack P. Merrill, Donald B. Miller, Rudolph Minor, Dan J. Moore, Samuel R. Monschke, William E. Murdock, Jack C. Musgrave, Louis J. Myer, Winfred T. Nelson, James K. Northey, John W. Ogle, Arthur T. Overby, Jesse H. Paslay, Burton M. Paull, Kenneth H. Pier, Robert L. Pierce, Dale M. Plumlee, Harold E. Rainey, Howard T. Ratcliff, Edwin S. Richardson, Royce W. Robbins, Horace C. Rogers, Leonard E. Rosebrock, Ralph W. Sanders, James R. Shadden, Martin L. Sheppard, Kermit R. Sloan, James H. Smith, Jack Spruce, Jack Spruiell, Wally V. Statler, Delton F. Steed, William P. Stevens, James R. Stowe, Charlie B. Thompson, Roland Threadgill, Dorothy Turley, William W. Turley, Harold Tusha, Helen Ward, Wanda Ward, Lee Watson, James E. Welsh, Wilber H. West, Robert R. Wickboldt, Charles U. Winnow, Margaret W. Yokel.



DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

Two division chiefs were among the 123 retiring Western Region employees--Jack Black of Logistics and Carl Olson of Budget. Also retiring was Air Carrier Maintenance Inspector Richard Stadden who in 1968 came up with the slogan "Never say 'no' without saying 'why'," which was adopted by the Western Region and carried in its regional INTERCOM for one year, receiving national recognition. Also leaving were:

Joseph Alexander, Harry B. Anderson, Frank Auffhammer, Morris Batie, Earl Baxter, Ted Bollinger, Karl Brende, Warren Broemmer, Albert Bruno, David C. Burns, George Busch, Harrison Carter, Warren Carter, Loyd Cate, James Clellan, Claudine Cofer, Marvin Conger, Agnes Crawford, Joseph DeFriend, Corwin D. Drake, Lewis Duy, Grant Eckholdt, Jesse Eddy, Lyle Edwards, Paul Estep, Robert Evans, Robert Faulkner, John Ferguson, LaVerne Ferguson, Henry Finley, Forrest Fleming, Harold Gahn, Alice Gaspar, Frederick Gibson, Malantha Gillentine, Oscar Glaser, Ralph Glendinning, Robert Gove, Alfred W. Grabau, Kenneth Grant, Charles Graham, Jack Green, Laurence Green, Gus Groen, Charles Grosh, Marle J.

Grubaugh, Harold Grow, Phillip Guindon, John Giuney, Jack Hall, Louella Hart, Elemo Hartwell, George Hedstrom, Edward Henning, Harold Henry, Joseph Hill, Eleanor Hilliard, Wilford Holdren, Gerald Hopkins, Russel E. Hoskins, Donald Houghten, Hubert Huber, Harold W. Jensen, Zita Joyce, Kenneth Kellner, Russell Kemp, David N. Kimball, Max Landes, Robert LaTulipe, Gustave Lepine, Hartzel Lewis, Elton W. Lillie, Irving Loesche, Irving C. Loesche, Jerome Lossing, Eleanor Mathes, Benjamin Mayhugh, Casey J. Maze, Dorothy McDonald, Francis McKane, Richard Melberg, Maurice Meyenberg, Paul Moom, Roy G. Naylor, Carl Olson, Bernardine Otto, Elmer Parks, Grant Pasek, Curran Pierrat, Marvin Pollock, Alvin S. Porter, Jack Provolt, Joseph J. Raspiller, Jane Robertson, Charles Rushton, Norman Satterthwaite, Eugene Scofield, Herbert Seares, John Shaw, Charles Sheridan, Leslie Songstad, Howard F. Spoon, Orville Stinson, Preston Stocum, Theodore Strsburger, Phillip Stueck, Ruby Summers, Viola Tegtmeier, Fergus Thompson, Charles Waldbieser, Bobbye L. Walters, Gerald R. Weeks, Ralph Wheaton, George Whitman, Emanuel Wittlin, Bernie Wooten, Stanley Yagiela, Charles Ybarrondo, Cecilia Zatoka, William Zauche, Joyce Zita.



DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

Two Associate Administrators were among the 133 Headquarters retirees--Bertrand M. Harding of Manpower and George S. Moore of Operations. Harding's Deputy, Earl J. Anderson, retired as well. Assistant Administrator for Appraisal Archie W. League and two office directors, Jay Meisel of Management Systems, and Frampton Ellis of the SST Office, also retired. Former Administrator Shaffer's personal secretary Dorothy S. Haywood also bid farewell to FAA, as did:

Samuel F. Alder, Jr., Louise D. Alleva, William M. Amey, Carl S. Anderson, Rebecca G. Ankers, Paul T. Astholtz, Alice L. Bailey, Wesley G. Bedrick, Charles C. Bennington, Dorothy P. Boynton, Arthur Braytenbah, Helen K. Brewer, Charles A. Brooks, William S. Bushell, Carl B. Cahill, Marvin Carl, John J. Casey, Joseph W. Cio, Silas Franklin Clark, Silas B. Clatterbuck, Oramel Clayton, Hugh H. Cobb, William A. Connally, Claude N. Cook, Robert H. Cox, Francis W. Crawford, Bernard R. Curtis, Ira S. Davis, Lawrence N. Delizia, Lyle H. Ditzler, Philip S. Dixon, Gerald D. Donovan, Elmer S. Dorsett, Robert A. DuBois, Goldwin Dyke, George M. Dyson, Charles M. Edmonston, Katrina R. Edwards, Thomas C. Evans, Russel G. Fitzgerald, Charles W. Fleet, Dorothy A. Fletcher, Herbert F. Fletcher, Jacqueline A. Fowler, Edwin B. Freeman, Walter H. Fricks,

Frederick C. Glaes, Grace Glass, Waldo C. Good, Curtis F. Greve,
James Hackett, Joseph Haddad, Bernard H. Hall, Edwin W. Harn,
Denver E. Heald, Oscar Holmes, Howard J. Howell, James W.
Jackson, Edward F. Johnson, Simon Justman, Donald G. Kenna,
Victor C. Knott, W. Edmund Koneczny, Anne G. Kulick, Glenn E.
Latham, Jessie W. Lockwood, Richard W. Maybach, Bradford A.
McClendon, Carl A. McCullough, Charles N. Miller, J. Melvin
Miller, Loren C. Moore, Robert C. Moore, James F. Moran, Harlow
H. Myers, Kathleen M. Neefus, Charles G. Neil, Walter H. Niles,
Walter O. Oeltjen, Timothy J. O'Keefe, Frank Opeka, Cecelia
Francis Palmer, Mathew R. Pasquale, Charles J. Peters, Dean W.
Peterson, Teresa Pierini, John J. Povel, J. W. Rabb, Jeremiah P.
Riordan, Llewellyn W. Robey, Paul W. Robinson, Thomas A. Rogan,
Sanford P. Rogers, Armin Roseman, Wilda L. Sampson, Mary S.
Samuels, Frederick G. Scheel, Robert J. Schullery, Carl E.
Shiplett, Louis V. Sills, Thompson J. Simpson, John Skocz, Hazel
E. Smith, Raymond G. Smith, Louis R. Sneiderman, Herbert W.
Spruill, George D. Stathers, Ernest N. Storrs, Philip Strachman,
William E. Summers, Lyle E. Tarbell, James W. Taylor, Josephine
Varron, John Von Runnen, Thomas F. Walsh, Jr., Chester Watson,
Raymond Wells, Frank R. Welsick, Joseph J. Werbke, Esther M.
Westel, William K. Wheeler, Ernest R. Wilkins, Ellis A. Woody,
Ronald J. Wright, Mortimer A. Yates, Jay Zebooker.

SPECIAL

Intercom

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

Aug. 20, 1973

WOMEN'S EQUALITY DAY

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

WASHINGTON, D.C. 20590

DATE: AUG 15 1973

IN REPLY
REFER TO:

SUBJECT: Women's Equality Day - Women in Aviation

TO: All FAA Headquarters Employees

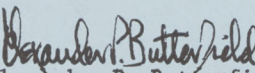


OFFICE OF
THE ADMINISTRATOR

On the anniversary of the passage of the Women's Suffrage Amendment (August 26), I would like you to join with me in honoring those women whose talent, courage and determination are making equality for women in the aviation field a reality. From August 20 to August 31, 1973, the Subcommittee on Women of the Headquarters Civil Rights Committee in cooperation with the Office of Civil Rights is sponsoring a display on the 2nd floor, FOB-10A, which will feature some of the most outstanding American women, past and present, in the aviation field. Among those represented will be FAA facility chiefs, pilots, and managers and technicians in the aviation industry.

We would also like to take this opportunity to recognize the work of the Women's Advisory Committee on Aviation which is now in its ninth year. This Committee composed of prominent women pilots meets twice a year to make recommendations to me for improving U.S. aviation facilities and services.

We are sure that next year's Women's Equality Day will bring greater advances in the utilization of the talents of women both in the Federal Aviation Administration's workforce and in the aviation industry.


Alexander P. Butterfield
Administrator

Distribution: W-8



HEADQUARTERS intercom

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

73-34 Aug. 20, 1973

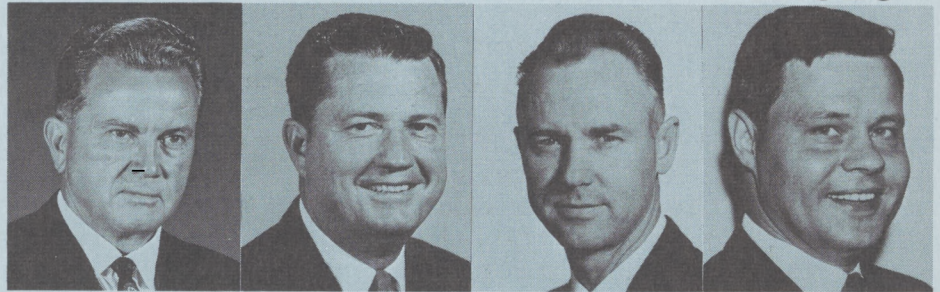
SAFETY AND ENERGY
Speaking in Milwaukee to the women's aviation group, the Ninety-Nines, last week, Administrator Butterfield praised them for outstanding contributions to aviation safety, but noted that the general aviation accident rate continues to be cause for great concern." A serious shortcoming is presented by these accidents, he said, "particularly when we consider that most are the result of poor judgement." Outlining recent agency efforts to upgrade pilot and flight training standards, he said "FAA rulemaking procedures are neither whimsical nor capricious...safety hazards must be dealt with." Referring to the energy crisis, he said that Phase IV controls would prevent a "wild, inflationary surge in the cost of aviation petroleum."

NEWS FLASH

At press time we learned that Robert Stanton, Deputy Director of the Eastern Region, has been confirmed as the new Director of the Region. See next week's INTERCOM.

GREAT LAKES, ALASKA, AERO CENTER, CENTRAL

4 REGION DIRECTORS SWAP PLACES



BROWN

CRESWELL

COULTER

CYROCKI

Four region and center directors have been assigned to new directorships, Administrator Butterfield announced last week. Great Lakes Region Director Lyle K. Brown will move to Alaska as region director. Alaskan Region Director Thomas J. Creswell will take the post of Aeronautical Center Director. A. Leighton Coulter, currently Aero Center Director, will become Central Region Director. John M. Cyrocki, now Central Region Director, will become Great Lakes Region Director. Lyle K. Brown had previously served as Alaskan Region Director from 1967 to 1970. He joined the agency in 1946 as a controller at the old Cincinnati Center and was Manager of the Minneapolis Area Office before moving to Alaska as region director. Director of the Office of Training before taking his current post as Alaskan Region Director last year, Thomas J. Creswell joined the agency in 1961 as a safety engineer with the Office of Personnel and Training. He had served previously with the Treasury Department and the General Services Administration. Veteran pilot A.L. Coulter was Deputy Director of the Southwest Region since 1965 before heading the Aero Center beginning in 1970. He joined the agency in 1946 as an aviation safety inspector. John M. Cyrocki was Chief of the Flight Standards Division in the Pacific Region before his appointment as Central Region Director in 1971. He joined the agency in 1961 after serving with the Civil Aeronautics Board.

WRAP=UP ON FY '73 MINORITY CONTRACTS. . . Contracts ranging from construction of instrument landing systems to a sonic boom study to janitorial services were awarded to minority businesses by the agency for a total of \$26.9 million in fiscal year 1973. Of the contracts, 181 were awarded under the Small Business Administration's Section 8a program and 15 were placed under FAA's regular procurement program. Under Section 8a of the Small Business Act, Federal agencies may ask the SBA to negotiate contracts with minority firms. Included in the awards were six contracts worth \$16.4 million for modernization and expansion of air route traffic control centers in the Phase II program. Other contracts included renovation of a control tower; termite and pest control; architectural service; installation of fences; motion picture production; construction of a remote air/ground communications facility; modification of computer programs; painting; and paving.

FAA/PATCO COMMITTEE REVIEWS SECOND CAREER PROGRAM. . . A joint committee of Headquarters and field people and representatives from the Professional Air Traffic Controllers Organization (PATCO) met to review the air traffic controller second career program in Washington recently. The committee made several useful recommendations to improve the program. Commenting on the meeting, Director of Personnel George Reeves said, "This has undoubtedly been one of the most successful FAA/PATCO committee efforts to enhance an agency personnel program." The meeting was held to review Order 3410.11, which governs the second career program, in order to plan what revisions might be needed. Since the second career program is still quite new, FAA officials anticipated that the Order would need revision as experience is gained in the program.

ABOVE THE FOG TOPS. . . The agency will begin the second phase of its warm fog dispersal project next month at the Greenbrier Valley County Airport, Lewisburg, W. Va., to determine the effectiveness of glycerine as a seeding agent when sprayed into the downwash of a helicopter. Dow Chemical Company of Freeport, Tex., is conducting the two-phase study under a \$124,000 contract awarded two years ago. First phase experiments, conducted in the Panama Canal Zone and at Arcata, Calif., concluded that seeding with glycerine was a promising method of dispersing warm fog. The second phase includes a 30-day flight test, followed by an analysis and evaluation of the data. The Greenbrier site was selected because of its high fog frequency in September and because a unique helicopter take off site above the fog tops is located within 10 miles of the airport. Results of the study, conducted under the direction of the Systems Research and Development Service, will be issued in early 1974.

NINTH ANNUAL MAINTENANCE SYMPOSIUM. . . The Ninth Annual International Aviation Maintenance Symposium sponsored by the agency will be held at the Shoreham Hotel in Washington, D.C. Dec. 11-13. It will be planned around the theme "Managing for Airworthiness and Reliability." No attendance or registration fees will be charged and anyone having an interest in aviation maintenance is invited.

FAA '74 BUDGET LOOKS LIKE THIS. . . Signed into law by the President last week, the DOT fiscal year 1974 appropriation bill includes the following amounts for FAA (dollars in thousands):

<u>General Funds</u>	<u>FY 74 Request</u>	<u>FY 74 Bill</u>	<u>FY 73 Bill</u>
Operations	\$1,211,250	\$1,200,500	\$1,172,061
Engineering & Development	13,750	11,500	16,300
Operation & Maintenance - National Capital Airports	14,800	14,400	12,265
Construction - National Capital Airports	3,400	3,000	2,600
<u>Trust Fund</u>			
Facilities & Equipment	250,000	250,000	302,650
Research, Engineering & Development	70,000	62,095	66,000
Grants-In-Aid for Airports:			
Planning Grants	3,000	0*	15,000
Development Grants:			
Obligations	280,000	310,000	280,000
Liquidating Cash	200,000	200,000	100,000

* Program planned at \$15 million to be funded from prior year unobligated funds.

EXECUTIVE AND MID-MANAGER DEVELOPMENT. . . . At the direction of the Office of Management and Budget (OMB), the Department of Transportation is participating in a program to increase developmental opportunities for executives (GS-16-18 and equivalent) and mid-managers (GS-13-15 supervisors who manage through subordinate supervisors). Based on initial OMB guidelines, the program will include individual development plans and formal management training or mobility assignments. These developmental opportunities will complement existing FAA efforts such as the Management Training School and Executive Development Program. Guidelines for the full implementation of the new program are being finalized by OMB and the Office of the Secretary. Further information will be reported as the guidelines become available.

ARTS ON FINAL. . . . The last of the 64 Automated Radar Terminal Systems (ARTS III) ordered by the agency is en route to its permanent site in the Oakland Bay Area Terminal Radar Control (TRACON). Delivery of this system was delayed pending the completion of the new facility building. Although all other systems have been delivered, five are still in a shakedown status and are not yet fully operational. Those with tentatively scheduled commissioning dates are: Dallas/Fort Worth, Sept. 9; Sacramento, McClellan RAPCON, Sept. 20; Los Angeles International, Sept. 20; San Antonio International, Nov. 1; and Kansas City International, Nov. 4. The Oakland system is expected to be operational by March 1974.



A good time is had by all at last year's FA Club picnic. A group of FAAers is shown here participating in one of the many games for all ages. If you didn't make it last year, you have another chance to win some fine prizes, eat and drink some good food and just have an all-around great day at this year's picnic on Sept. 8.

IT'S PICNIC TIME. . . It's time again for the annual FA Club picnic. This year it will be held from 12 noon to 6 p.m. on Sept. 8 at Ft. Hunt Park. There will be games to play, ponies to ride, ice cream to eat, beer and sodas to drink and even a dixieland band for entertainment. Some of the prizes include a 75cc minibike, a boat with electric motor, season tickets to the Kennedy Center and an outdoor grill. A good time will be had by all! Tickets are on sale in the FA Club office (first floor). The prices for members are \$1.50 for adults (13 and over), \$.75 for children (2 to 12) and for guests the tickets are \$2.25 for adults and \$1.25 for children.

WOMEN'S FAIR. . . In conjunction with Women's Week (Aug. 20-25) the D.C. Chapter of the National Organization of Women is sponsoring a Women's Fair and Feminist Festival in the Presidents Park, 15th and E Sts., NW, on Saturday, Aug. 25, from 12 noon to 6 p.m. The fair is open to the public and includes craft displays, book stalls, and other features which will provide information on career opportunities, the equal rights amendment, how to join various women's organizations and the history and accomplishments of women.

HIRSHHORN CONSTRUCTION ON LAST LAP. . . There is still a chance that the Hirshhorn Museum and Sculpture Garden--across Independence Ave. from FOB-10A--may be completed this year. According to a Smithsonian spokesman, dedication ceremonies are tentatively scheduled for December. Currently the inside and exterior of the unique circular building are getting finishing touches. Interior walls are being erected, windows put in and floors tiled while the outside is being cleaned up and the roof finished. Although the art collection will not be moved into the building and sculpture garden until the whole structure is completed, Smithsonian officials report that the first exhibition may be ready as soon as May of next year. They concede, however, that this is an optimistic guess. The opening exhibit may not occur until October 1974.

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SPECIAL Intercom

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

Aug. 20, 1973

WOMEN'S EQUALITY DAY

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

WASHINGTON, D.C. 20590

DATE: AUG 15 1973

IN REPLY
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SUBJECT: Women's Equality Day - Women in Aviation

TO: All FAA Employees

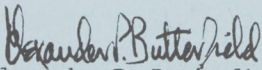


OFFICE OF
THE ADMINISTRATOR

On the anniversary of the passage of the Women's Suffrage Amendment (August 26), I would like you to join with me in honoring those women whose talent, courage and determination are making equality for women in the aviation field a reality. Women are employed as FAA facility chiefs, pilots, and managers and technicians in the aviation industry. A look at a few of these outstanding women in aviation follows in this issue of Intercom.

We would also like to take this opportunity to recognize the work of the Women's Advisory Committee on Aviation which is now in its ninth year. This Committee composed of prominent women pilots meets twice a year to make recommendations to me for improving U.S. aviation facilities and services.

We are sure that next year's Women's Equality Day will bring greater advances in the utilization of the talents of women both in the Federal Aviation Administration's workforce and in the aviation industry.


Alexander P. Butterfield
Administrator

Distribution: W-8

"In my opinion, there is no reason why the aeroplane should not open up a fruitful occupation for women."

Sixty-two years ago these words were penned by Harriet Quimby, the first American woman to receive her pilot's license. Her words have proved prophetic. Today, women are developing careers in almost every field of aviation, holding positions ranging from mechanics to executives.

The following is just a sampling of the variety of roles women have played and are playing today in aviation:



RUTH NICHOLS

After her first solo flight--in a seaplane--Ruth Nichols rarely flew anywhere without establishing new records. During the year 1931 alone, Ruth set the women's high-speed, altitude and long-distance records. As a pilot for New England Airlines, she claimed the distinction of being the first woman airline pilot. With Harry Rogers and Major M.K. Lee, she flew the first non-stop flight from New York to Miami in 12 hours.



BLANCHE NOYES

Another renowned woman pilot who broke records almost as quickly as they were set is Blanche Noyes. Holding the East-to-West speed record for women, Blanche was equally famous as chief of the Air Route Marking division of the Civil Aeronautics Administration, where she directed the installation of a nation-wide system of roof-top air markers to guide pilots. She retired from the FAA in 1971.



ANNE MORROW LINDBERGH

Anne Lindbergh advances the cause of women in aviation in very different ways. Her experience as a pilot, as a writer and as a woman are reflected in novels such as Listen, the Wind and Earth Shine. Accompanying her husband, Charles Lindbergh, on a pioneering flight in 1931 between the United States and the Orient, Anne gathered background material for another book, North to the Orient. The penetrating insights, observations, and meditations on the art of flying offered in her writing by Anne Lindbergh are always distinctly individual and feminine.



JEANNETTE PICCARD

At the age of 39, Jeannette Piccard was the first woman in the world to pilot a balloon and the second woman to enter space. Lofting 57,559 feet, she established an altitude record that was unchallenged for 30 years. A former advisor to the National Aeronautics and Space Administration, Mrs. Piccard, at 78 years of age, is presently studying at the General Theological Seminary to become an Episcopal priest. Aspired to by the first woman to soar into the stratosphere, her goal doesn't appear unrealistic!

WILLA BROWN CHAPPELL

Willa Brown Chappell was one of the first Black women to receive a pilot's license. She founded and organized the National Airmen's Association of America in 1939 and became its first Executive Secretary, thus establishing a place in aviation for Blacks. Instrumental in establishing the All-Black 99th Pursuit Squadron at Tuskegee Institute during WW II, she was a pioneer member of the Women Flyers of America and has been active in the National Black Writers Club and the National Council of Negro Women. In 1971 she became the first Black member of FAA's Women's Advisory Committee on Aviation.



SPECIAL intercom

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

August 27, 1973

EXEC DEVELOPMENT CANDIDATES NAMED



After being discharged from the Air Force in 1958, Ramon Alvarez joined FAA and progressed through the ranks as an air traffic controller in the New York ARTCC. He served at the center for three years as Data Systems Coordinator until 1969. He was then reassigned as a staff specialist in the Air Traffic Service in Washington. Since March 1972 he has been Deputy Chief of the San Juan ARTCC.



Theodore Fagan was Team Supervisor at the New York Common IFR Room when selected for this program. A veteran of the U.S. Army, he entered the agency in 1959 as an air traffic controller at the New York ARTCC and progressed to the journeyman level there before transferring to the common IFR Room where he served as an ATCS for five years before being selected as Team Supervisor.



Donald Geoffrion is the Assistant Director for Program Planning and Control, Quiet Short-Haul Air Transportation System Office. Before that he served in the Office of Aviation Policy and Plans and in the Flight Standards Service and the Systems Research and Development Service. He has participated in the Air Transportation Systems Specialist Program.



After starting his career as an air traffic controller trainee in the Miami ARTCC in 1958, Albert Houck progressed to the journeyman level there before he was selected for the Administrative Management Development Program in 1964. He was subsequently assigned as Chief, Budget Management Branch, in the Atlanta Area Office and was Chief of the Atlanta ARTCC when tapped for this program.

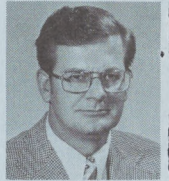
WILL TRAIN FOR TOP SPOTS

This year's participants in the FAA Executive Development Program have been approved by Administrator Butterfield and the Office of the Secretary of Transportation. The 11 selected employees, who were drawn from other agencies in DOT as well as from FAA, will enter a seven month formal development program to be followed by planned developmental assignments which are intended to prepare them to fill such jobs as Associate and Assistant Administrators and Deputies, Regional and Center Directors and Deputies, Office and Service Directors and Deputies, and Regional Executive Officers. Each candidate had passed through a battery of interviews, evaluations, and assessments before being selected by the FAA Executive Personnel Board for approval by the Administrator and the Secretary of Transportation. The future executives can look forward to diverse experiences including orientations, on-the-job training and developmental assignments on their way to becoming executives. The first class of eight participants for the program was chosen in July 1972.



John M. Hunter, Jr. was a Management Intern with FAA in 1966 before he was assigned to the Management Analysis Division in the Southern Region. He then joined the Airports program in 1968 and after two years was reassigned to the Airports Division in the Pacific Region. Following this assignment he was selected as Assistant Chief, Program Administration Branch in the Airports Division in the Western Region, which is his current position. He holds a Doctorate of Jurisprudence degree.

James King is an automation specialist in the Air Traffic Division, Central Region. He took this position in September 1972 after serving as data systems officer, air traffic controller and data systems specialist at the Kansas City ARTCC. He was also a controller at the St. Louis tower from 1957 to 1963. He is a veteran of Air Force service.



Dale McDaniel, Technical Advisor for Marine Safety, United States Coast Guard, entered civilian service with the Coast Guard after three years active duty. His career with the Coast Guard began as fire protection engineer and progressed to his present position. He was selected for the Civil Service Commission Career Education Award in 1970. Before going on active duty with the Coast Guard, he was an engineer with the Iowa Inspection Bureau.

In the Office of Noise Abatement, OST, Harvey B. Safer is Acting Chief, Regulatory Policy and Standards Division. He came to that position after serving as operations research analyst in the same office since 1971. His previous experience includes work as Manager, Resource Allocation Department, Serendipity Inc.; and Director of the Manpower Requirements Directorate in the Office of the Assistant Secretary for Systems Analysis at the Defense Department.



Currently Chief of the Training Branch in the Great Lakes Region, W. Jack Sasser was previously the Personnel Management Specialist in the Fort Worth ARTCC. Before that he held posts in the Training Branch in the Southern Region, the Personnel Office in the Houston area, and in the Office of Personnel and Training in Washington. His first job with FAA was as air traffic controller at the Fort Worth ARTCC.

In July 1961 F. E. Whitfield came to FAA as a Supervisory Position Classification Specialist in the Central Region. Since that time he has served three years in the Office of Personnel and Training in Washington as Chief, Career Resources Branch, and he has been Chief of the Manpower Division in the Southwest Region since 1968. His previous Federal service was with the U.S. Weather Bureau in Alaska, Washington, and North Carolina and active duty with the U.S. Navy.



In 1968 John Williams joined Department of Transportation and has since served as safety compliance engineer in the National Highway Traffic Safety Administration. He began his Federal service with the Air Force as an electronics engineer at Tinker Air Force Base, Okla. and later served with the Defense Communications Agency in Grand Rapids, Michigan. Before that he worked as an electronics engineer with Bausch and Lomb Optical Co. and Radio Corp. of America.

HEADQUARTERS intercom

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

73-35 Aug. 27, 1973

ICELANDIC HONOR

Charles O. Cary, FAA's Assistant Administrator for International Aviation Affairs, has been honored by the Government of Iceland for his "unusual and meritorious service over the past 30 years in international relations with the Icelandic Government." Cary received the Icelandic Order of the Falcon, Commander Class, at ceremonies held at the Icelandic Embassy in Washington, D.C., on Aug. 9. Cary was cited for outstanding work which has produced a record of cooperation and friendship in the aeronautical field between the U.S. and Iceland and for his contribution to the safety of air operations over the North Atlantic corridor. Cary has headed FAA's Office of International Aviation Affairs since joining FAA in 1965. His background includes five years with the airlines, 11 years as an executive in the aviation and electronics manufacturing industries and 18 years in two separate periods of service with the U.S. government.

MOVING UP FROM DEPUTY DIRECTOR

STANTON NEW EA REGION DIRECTOR



Robert H. Stanton, Deputy Director of the Eastern Region since Sept. 1971, was named Eastern Region Director last week. He will replace George M. Gary who retired on June 30. Stanton, 52, began his FAA career in his native Chicago in Sept. 1946 after serving as a Naval officer during WW II. In 1949, Stanton was transferred to Seattle where he worked as an aerospace design evaluation engineer. In July 1956, he moved to an engineering position in FAA's Western Region headquarters and subsequently served as Assistant Chief and Chief of the Engineering and Manufacturing Branch in the Southern Region from 1962 to 1967. In 1967 he became Chief of the Aircraft Engineering Division in the Western Region where he remained before transferring to the Eastern Region in Sept. 1971. A graduate of the University of Michigan with a B.S. degree in aerospace engineering, Stanton holds a commercial pilot's license with an instrument rating.

HEARINGS ON HANDICAPPED

Responding to widespread interest in its June 5 advance proposal on air transportation of the handicapped, FAA will hold six public hearings on the issue in cities throughout the U.S. during September and October. Airlines, handicapped persons and others will present their views at the hearings on what the standards should be for air travel by the handicapped. Questions FAA must resolve include: how many and what kind of handicapped persons may board airplanes; where they should sit; whether emergency evacuation procedures should be changed; should traveling companions be (Continued on page 3)

PASSENGER TRAFFIC INCREASES AT DULLES AND NATIONAL. . . . Airline passenger traffic increased 10.1 percent at Dulles International Airport and 4.8 percent at Washington National Airport during fiscal year 1973, according to a year-end FAA report. Dulles handled 2,399,734 airline passengers during FY 1973, with the largest passenger gain registered among international travelers, up 20.9 percent to 500,456. In addition to the 2,399,734 airline passengers at Dulles, there also were 147,790 "other" passengers--a category which includes air taxi operations and general aviation--for an overall total of 2,547,524. At National, there were 10,928,220 airline passengers in FY 1973, an increase of 4.8 percent from FY 1972. Air cargo also registered gains at the two airports during FY 1973. National showed an 8.8 percent increase with 196.2 million pounds of cargo and Dulles a 1.8 percent improvement with 80.9 million pounds. The gains at National were recorded despite a 1.1 percent drop in total operations (takeoffs and landings). This figure was down to 332,981 in FY 1973. At Dulles, total operations increased 2.6 percent, rising to 207,547.

LIGHTPLANE SAFETY CONFERENCE. . . . A two-day Conference on General Aviation Aircraft Safety will be sponsored by FAA and Princeton University's Aerospace Sciences Dept. Oct. 24-25 in Princeton, N.J. Director of the Systems Research and Development Service Spencer S. Hunn and Jerome Teplitz of SRDS will speak at the conference, which will feature displays and demonstrations of new research lightplanes at nearby Forrestal Airport. Also on the agenda are: the lightplane accident record; R&D in airworthiness and crash survivability; economic forecasts; and certification and regulatory trends. Invitations to attend have been sent to some 200 research firms, aircraft and equipment manufacturers, insurance companies, aviation trade press members, and Federal, state and local government agencies. Pre-registration is required by Oct. 1; the registration fee is \$50 and includes luncheon and banquet as well as the conference report.

ICAO SEEKING APPLICANTS. . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL = 2 years: PC 20/73 Language Officer (Interpreter/Reviser), P=4 (GS-13/14). PC-21/73 Language Officer (Reviser/Interpreter) P=4 (GS-13/14). PC-22/73 Language Officer (Translator) P=3 (GS-11/13). PC-23/73 Language Officer (Translator) P-3 (GS-11/13). Russian Section, Language Branch, Bureau of Administration and Services. LANGUAGE: Russian mother tongue, or the language used for the purpose of education. Demonstrated ability to write and revise Russian translations, with a thorough knowledge of syntax and stylistics, is essential. Ability to interpret into Russian from English, and preferably also from French or Spanish desirable. A profound knowledge of English is essential. A sound working knowledge of French or Spanish would be a valuable additional qualification. Applications due in AIA-29 by Oct. 18, 1973. Additional information about qualifications, duties, salary and benefits is available from your Manpower Division. FAA employees accepting ICAO assignments are entitled to restoration rights.

THE SHAPE OF THINGS TO COME. . . . Half balloon—half helicopter may be one of the shapes of things to come according to a Flight Standards report. The inventors of the unique aircraft, who have been talking to Flight Standards officials about eventual certification, have great expectations for their brainchild. They claim that the "Aerocrane" will be able to lift 100,000 pounds, and see it as a great boon to the logging industry. Here's how it works. Four variable pitch helicopter blades protrude from the equator of the central balloon which has a diameter of 150 feet. Each one of the blades or wings is itself 18 feet wide and 112 feet long, giving the vehicle a total diameter of 374 feet. A turbo-prop engine mounted on each blade rotates the entire "Aerocrane." As the whole configuration slowly rotates, these blades generate a lift of 60,000 pounds. The balloon, filled with lighter than air helium, contributes another 40,000 pounds of lift. The advice from Flight Standards is to make a small one first in order to assess some of the control and operational problems.

EMERGENCY EQUIPMENT INSPECTIONS. . . . Regular periodic inspection of all emergency equipment carried on airline aircraft is required by a new rule adopted by the agency. Current FAA regulations require that basic emergency equipment, such as fire extinguishers, power megaphone and first aid equipment, be inspected at regular intervals. However, this rule has been expanded to include emergency evacuation equipment, such as escape chutes, or emergency ditching equipment, such as life rafts, life preservers and portable radio transmitters, required on extended overwater flights. The new regulation specifies that all emergency equipment "must be inspected...to ensure its condition for continued service ability and immediate readiness to perform its intended emergency functions."

FAA GETS AWARD ON AULD SOD. . . . Dublin, Ireland will be the scene of the presentation to FAA of the Honorary Group Diploma Award for Aeronautics for 1972 by the prestigious Federation Aeronautique Internationale (FAI) on Sept. 3. Associate Administrator for Administration James E. Dow (who also has a collateral assignment in the role of Deputy Administrator) will receive the award on behalf of the agency at ceremonies presided over by the President of Ireland. The award recognizes the agency's contribution to air traffic efficiency and safety through the development of the Automated Radar Terminal System (ARTS III). Presentation will be made at the 66th General Conference of FAI.

HEARINGS ON HANDICAPPED (Continued from page 1). . . required for certain types of handicapped persons; would time be lost during emergency evacuation and how much. Some 30 handicapped persons' organizations including the Paralyzed Veterans of America have been notified of the hearings by the agency. Many of them had requested hearings. William D. Crawford, Chief of the Flight Standards Service Regulations Staff, will be the hearing officer, joined by other officials from Flight Standards and FAA legal and medical staffs, when the hearings are held in Miami, Sept. 27; the Mayo Clinic, Rochester, Minn., Oct. 2; Boston, Oct. 4; Chicago (Rosemont), Oct. 10; Long Beach, Calif., Oct. 16; and FAA Headquarters, Washington, starting Oct. 18.

September Happenings
at Headquarters

- Sept. 6 - FAA Bowling League begins 73/74 season at Seminary Recreation Center. Contact Darlene Carter x63446 for info.
- Sept. 8 - FA Club Picnic, 12-6 p.m., Fort Hunt Park. Tickets available at FA Club office.
- Sept. 16 - Hispanic Week begins. Volunteers for projects call Earle Ginyard, x63785.
- Sept. 25 - The Women's Rights Subcommittee will sponsor Jim Robinson from OMB as guest speaker at 12 noon. See future INTERCOMS for more details.
- Sept. 10, 12, 14, 17, 19 and 21 - FAA VIDICOM 23, "Videomagazine," will be shown in the third floor auditorium every hour on the hour from 10 a.m. to 3 p.m.
- Sept. 13, 14, 15, 16 - Tenth Anniversary activities at Washington Center in Leesburg, Va.

WASHINGTON CENTER TEN YEARS YOUNG. . . . Next month brings the tenth anniversary of the Washington Air Route Traffic Control Center in Leesburg, Va., and festivities aplenty are planned for the occasion. Sept. 13 will be given over to VIP visitors from FAA Headquarters, DOT, Congress, aviation interests, and local, state, county and town dignitaries. Sept. 14, 15, and 16 will be Open House days for the public. During the latter three days model airplane shows and static displays including helicopters, and a vertical take-off and landing aircraft will be featured, courtesy the Air Force, the Navy and the Army. Children will be able to earn "Junior Air Traffic Controller Certificates," and the Center will demonstrate its automated NAS Stage A air traffic control equipment. Cordial invitations to all.....

IT'S OFFICIAL. . . . The President has issued a proclamation officially designating Aug. 26 as Women's Equality Day in accordance with H.J. Resolution 52 which passed the House of Representatives on Aug. 2 and the Senate on Aug. 3.

AWARDS PROGRAM. . . . Just a reminder that this Friday, Aug. 31, 9-11 a.m., an awards program will be held in the auditorium to recognize deserving summer employees. All summer employees, their supervisors and others who are interested are invited to attend.

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HEADQUARTERS

intercom

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

73-36 Sept. 4, 1973

TO BUILD OR NOT

Make a thoroughly modern airport happen in this region as if your future depended upon it for, believe me, it does." So said Clyde W. Pace, Jr., Director of Airports Service, in a speech to the Louisville/Jefferson County Airport Selection Committee last week. The Louisville community is undecided about building a huge new airport or modernizing nearby Standiford Field. Speaking about the FAA's role in airport site selection, Pace said, "While the FAA does enter into the decision-making process, I want it clearly understood that the FAA does not select the airport locations." He added that the agency holds veto power over locations that conflict with flight patterns of existing airports, and that if Federal funds are requested, the agency is responsible for approving the best locally selected site from the standpoint of safety, efficiency and environmental impact.

NATIONAL JOB ANNOUNCEMENT DUE SOON

SEARCH FOR TOP FS EXECS BEGINS

In an effort to find the best qualified people for key Flight Standards Service positions, the FS Service and the Office of Personnel have jointly begun a program to develop a systematic selection process. The system will use nationwide job announcements followed by assessments of candidates in various geographic areas, and then at the national level in Washington. From these assessments, a national register will be drawn up from which selections to key GS-15 vacancies will be made. Initially the system will be tested using a small number of vacant positions. In the next week or two a national announcement will be issued for three jobs and will explain application procedures. To highlight the special nature of the program, this announcement will be printed on green paper, rather than the usual yellow paper used for FAA-wide announcements. Competition is open to employees at the GS-14 and 15 levels and all employees who meet the basic qualifications are encouraged to apply.

NORTHWEST'S TOWERS HELP FIRE FIGHTERS

Joining the battle against monstrous forest fires in the western U.S. last month, the Northwest Region set up three temporary air traffic control towers to serve scores of aircraft engaged in fire-fighting. The Memaloose, Ore. tower was set up at a 6,710-foot elevation airport; the Grangeville, Ida. tower was located in north central Idaho and the La Grande tower was established in northeast Oregon. Controllers and electronic technicians lived and worked with fire crews at these locations and dismantled the towers only after the fires were brought under control.

WORK FINISHED, DC-3 FADES AWAY. . . . The first plane to be retired under the agency's current DC-3 retirement program has been put out to pasture at the Aeronautical Center. The elderly if not ancient N-23 will be put into reserve until the new flight inspection jets are delivered. This reduces the number of DC-3s in the FAA fleet to 46. Of these, 41 are used for flight inspection work, two for training, two for logistics and one for evaluation, currency and transportation. The first of the new jets, a Jet Commander, is scheduled to be delivered this December or January. In all, FAA has ordered five Commanders and 11 Sabreliners and has an option for four additional Sabreliners. When the DC-3 fleet is finally disposed of, the planes will be put up for sale for an estimated \$11,500 each.

"FOR OFFICIAL USE ONLY". . . The use of the marking "For Official Use Only" is prescribed in Order 1600.15D for unclassified information which is to be protected against uncontrolled release. This is an administrative marking and not a security classification, and is placed only at the bottom of the page containing such information. In addition, the following notation in smaller print must be placed directly under the For Official Use Only stamp: "Public Availability to be determined under 5 U.S.C. 552." For assistance in this matter contact your Air Transportation Security Division.

ICAO SEEKING APPLICANTS. . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL - 2 years: PC-30/73 Technical Officer, Operations/Airworthiness, P-4 (GS-13/14), Operations/Airworthiness Section, Flight Branch, Air Navigation Bureau. PC-31/73 Chief, Regional Affairs, P-5 (GS-15/16), Regional Affairs Office, Office of the Secretary General. Applications due in AIA-29 by October 26, 1973. Additional information about duties, qualifications, salary and benefits are available at your Manpower Division. FAA employees accepting ICAO assignments are entitled to restoration rights.

FAA APPROVES CHINA-BOUND 707. . . . The first of ten new 707 jetliners ordered by the People's Republic of China from the Boeing Co., Seattle was certificated for export Aug. 22 by Principal Engineering and Manufacturing Inspector Wing Chin of the Seattle Engineering and Manufacturing District Office. The certificate attested to the plane's meeting design standards previously approved by FAA. Chin, who coincidentally is of Chinese heritage, is now at work with his staff on processing certifications for the remaining planes.

IMPROVING EMPLOYEE PERFORMANCE. . . . The Office of Personnel advises that Order 3430.3, Evaluating and Improving Employee Performance, is in the final stages of updating and hopefully will be distributed in early October. The revision will incorporate references to the Performance Evaluation Record form and include other minor changes. Until the revised order is issued, the data in the current order and Notice 3430.6 should continue to be followed.

FAA REPORTS ON NTSB=ORDERED INVESTIGATION FOLLOWING CRASH. . . . Responding to National Transportation Safety Board (NTSB) recommendations, FAA has reported on the progress of its in-depth investigation of Delta Airlines' DC-9 aircraft modification program and quality control methods in the wake of a fatal Delta crash at Boston on July 31. Delta modified the instrument configurations of 14 DC-9s it acquired last year in a merger with Northeast Airlines. The agency told NTSB last week that FAA findings thus far do not indicate that anything in the modification program could have caused problems with flight instruments, which had been reported repeatedly in the ill-fated plane's flight logs. FAA also said there is no basis for putting operational restrictions on any of Delta's modified DC-9s, which NTSB had asked the agency to consider. The agency said its in-depth investigation of Delta's entire operations and maintenance program is still not complete. NTSB's investigation to determine the probable cause of the crash has disclosed numerous reported problems with modified flight and navigation instruments on the DC-9s, including two besides the one which crashed.

PROFESSIONAL SOCIETY UPHELD. . . . The Assistant Secretary of Labor for Labor-Management Relations decided recently that the Air Traffic Control Association (ATCA) is not a labor organization within the meaning of Executive Order 11491. The decision confirmed that ATCA is a "professional society" rather than an organization engaged in labor-management type dealings with FAA management. In the decision, Assistant Secretary Paul F. Fasser, Jr. said that "the pertinent issue is not the amount of contact between a professional association and an agency or activity, but, rather the nature of their consultations and dealings...it is necessary for the association...to be free to engage in contact with the agency involved in a wide variety of subjects within the bounds of the association's interests and competence."

AS THE DAYS DWINDLE DOWN, September FAA WORLD has some good reading for you. Continuing our histories of FAA is "The Life and Times of a Technician--A Saga of Airway Facilities". . . a sidelight to that saga is "A Bow to History"--about ASR-1's early days and its recent journey to the Smithsonian Institution. . . "Info on FINFO" is info on the flight-inspection hub recently set up in Oklahoma City. . . "How to Become an Engineer" tells about the Cooperative Engineer Development Program. . . the third in our series of centerfold maps is Air Traffic Control Towers. . . three of the Facilities of the Year are highlighted in "Tops in Their Class". . . enjoy the tidbits in the monthly features Direct Line, Mobility Gulch, Like It Is, Faces and Places and Faables.

FAA MEDIC APPEARS ON TV. . . . Dr. Stanley Mohler of FAA's Office of Aviation Medicine will appear on CBS television this Friday, Sept. 7, when the network airs the program, "60 Minutes," which will include a 20-minute segment on international flight crews. In his interview, Mohler discusses FAA studies on pilot fatigue, the effect of crossing many time zones and the matter of crew schedules for long-distance flights. The program will begin at 8 p.m., Eastern Daylight Time.

"DRUG AWARENESS" SHOWING THIS WEEK. . . . Some time ago all FAA Headquarters employees were asked to see the "Employee Drug Awareness Program" in the third floor auditorium under a mandatory training requirement. Since the last showing, many new employees have entered on duty and have not had the opportunity to view this essential training program. The one-hour color videotape will be shown again, one day only, this Wednesday, Sept. 5, at 10 a.m. and at 2 p.m. in the auditorium. All employees who have not seen the program should do so, and supervisors are urged to be sure such employees see the program. Supervisors should report attendance of their employees to the Training and Career Development Branch, APN-130, by Sept. 12. For employees who are leaving soon this will be the last occasion for them to see the program.

121-DAY JOB IN 21 DAYS: SEE VIDICOM. . . . A report on FSS modernization in an interview with Acting Director of the Air Traffic Service Ray Belanger leads off September's VIDICOM, "Video Magazine." Then comes a look at the dedication of a new control tower in Fayetteville, N.C., where FAA technicians installed a radar system in only 21 days instead of the usual 121 days. The Fayetteville story includes interviews with local Air Traffic and Airway Facilities people, as well as dedication remarks by Southern Region Director Phillip M. Swatek. Next, VIDICOM answers Direct Line questions. The show concludes with a visit to NAFEC, including scenes of experimental aviation research with a wind tunnel, catapult, foamed runways and other devices to study new designs aimed at safety. The show can be seen in the third floor FAA auditorium next Monday, Wednesday and Friday, Sept. 10, 12 and 14, and the following week, Sept. 17, 19 and 21, every hour on the hour, 10 a.m. to 3 p.m.

BE A TOASTMISTRESS. . . . Toastmistress training presents a tested method for personal self-development. It deals with the total personality. Whether you are employed by the Government, member of a profession, owner of a business, or stay at home, all situations call for poise, self possession and the need to communicate effectively. This can aid you in establishing confidence, assurance and poise with one person, a group or a large audience. Membership in the Federal Aviation Toastmistress Club is open to all interested adult women and men. Meetings will be held every Wednesday from 12 noon to 1 p.m. in room 5A beginning this Wednesday, Sept. 5. Contact Membership Chairperson Lucy Dunson, x63514 or Kay Wittman, x68555 for further details.

AWARDS AND REWARDS. . . . Airports Service presented a Quality Within-Grade Pay Increase to Henry A. Rich. The Quiet Short-Haul Air Transportation System Office presented Quality Within-Grade Pay Increases based on outstanding performance to Nita Boardman and Carol Strong. Nita Boardman also received a 25 year service emblem.

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HEADQUARTERS intercom

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

73-37 Sept. 10, 1973

CSC APPROVES EXEC ACTIONS

NEW CHIEF COUNSEL

The appointment of Miami attorney Gerard J. Turner as Chief Counsel for the agency has been announced by the Administrator.

The appointment is effective Sept. 10. Currently, Turner is Vice President and General Counsel for the Miami-based GAC, a holding company specializing in real property and community development and having among its holdings a supplemental airline, Modern Air Transport, Inc.

Turner, 43, has been associated with the company since 1965, and was promoted to his present post in 1971. A graduate of Manhattan College and the Fordham University Law School, Turner began his legal career in New York City. He is a member of both the New York and Florida Bars and has been admitted to practice before various Federal District Courts.

AT & MS DIRECTORS PERMANENT

Two acting office and service directors have been approved by the Civil Service Commission for appointment to permanent posts as directors. Raymond Belanger was named Director of Air Traffic Service--he has been acting director since January, 1973--while Donald Rock was named Director of the Office of Management Systems. He had been acting director since June of this year. Belanger was appointed acting director after serving as deputy director for about 16 months. He originally joined the agency in 1946 as an air traffic controller at the Chicago Center. Rock was also deputy director of his office before stepping up to the acting director slot. Before that he was Chief of the Data Systems Division, MS. Other executive personnel actions approved last week by the Civil Service Commission included the appointment of Robert Martin as Deputy Director of AT; Glen Tigner, Chief ATC Operations and Procedures Division, AT; Richard F. Frakes, Deputy Director, Logistics Service; and Lonnie Parrish, Chief AT Division, Southern Region.

PASSENGER BECOMES PILOT

It was the passenger and not the pilot who spoke on the radio. The pilot had had an apparent heart attack. Specialists at the Kenai, Alaska, Flight Service Station acknowledged the electrifying message and went to work. They ascertained that the pilot/passenger had some flying experience and plenty of gas. They located the single-engine plane with DF equipment and gave the emergency pilot of the float plane vectors to Salamatof Lake for a possible landing. And while things were really busy, the specialists still coordinated their activities with local police as well as other AT facilities. The pilot, who was talked down to the touchdown point, made a hard but safe landing. (Continued on page 2)

PASSENGER BECOMES PILOT (Continued from page 1). . . At the request of The FAA specialists, state troopers with an ambulance and doctor were standing by to give assistance. Unfortunately the pilot was pronounced dead on arrival. During the month of August, 312 flight assists were reported--180 by flight service stations, 118 by towers and 34 by centers. There were a total of 585 people reported on board the aircraft involved. The primary causes for the assists included 218 lost pilots, 41 low on fuel, 34 involved in weather and 84 with some type of equipment malfunction. There were 107 pilots assisted by use of radar, 145 assisted with DF, 82 with VOR orientation and 53 by the use of geographical references. Reports indicate 16 student pilots involved, 25 gear-up landings averted, 16 night assists and 18 aircraft aided by other aircraft.

AGENCY SEEKS CONTINUING QUOTA RULE. . . The agency has proposed that the rule authorizing hourly flight quotas on instrument flight rules (IFR) operations at five of the nation's busiest airports be extended indefinitely. Originally implemented on June 1, 1969 for a six-month period, the rule has now been extended four times. FAA still believes it is essential to retain these rules on a continuing basis in order to achieve the most efficient use of airspace and airport facilities. Since repeated extension of terminal dates would serve no useful purpose, the agency has proposed that the regulations continue without a specific date of termination. The rule was first introduced when delays encountered in certain terminal areas became critical. Since that time the rules have brought about a marked improvement. For instance, daily delays of 30 minutes or more have decreased from a maximum of nearly 659 to 165.

AT ACTIVITY REPORT PUBLISHED. . . The FAA Air Traffic Activity Report for calendar year 1972 shows that air route traffic control centers handled two percent more IFR aircraft, 22.1 million, during 1972 than in the previous year. For the second consecutive year, the number of air carrier aircraft handled declined, reflecting the impact of the wide-bodied jets. The number of general aviation aircraft handled increased by 19 percent over 1971. Tower aircraft operations declined by one percent to 53.3 million, but instrument flight rules (IFR) operations increased by 13 percent to 20.6 million. Total flight services of the domestic flight service stations rose six percent to 51.9 million in 1972, but the activity at the nine international FSSs decreased by ten percent. The report also gives fiscal year 1972 figures.

A BIG SUBJECT. . . FAAers are involved in the biggest of all businesses, Benjamin O. Davis, Jr., Assistant Secretary of Transportation for Environment, Safety and Consumer Affairs pointed out in a speech recently. He said, "we are here to deal with a big subject, beginning with the American transportation system itself. Last year, this nation's total transportation "bill" exceeded \$200 billion; that is, we spent nearly a quarter of a trillion dollars, a fifth of the Gross National Product, for transportation goods and services. In terms of production, operations and services, in fact, transportation is the country's largest employer."

FLIGHT SIMULATORS TO STREAMLINE TRAINING. . . . In a move to make pilot flight training and checking programs more efficient, the agency has issued a notice of proposed rule making which would permit more extensive use of flight simulators and training devices. Under the proposed rule certain entire pilot proficiency checks may be conducted in approved visual simulators if the pilot being checked accomplishes two actual landings in the appropriate airplane and if the next required 6 month proficiency check is conducted in the same manner rather than substituting a training program for every other six month check as is currently allowed.

PREVIEW OF NEW ATC SYSTEM AT LEESBURG. . . . The public will have a rare opportunity to preview the operation of the new computerized air traffic control system during a 10th anniversary open house at the Air Route Traffic Control Center at Leesburg, Virginia, Fri., Sat., and Sun., Sept. 14, 15, and 16. Visitors will be given a complete briefing on the center's operation and then a demonstration of the new automated system in actual operation. Leesburg will be the 4th of the 20 ARTCCs to achieve an initial operational capability with the new system, which provides three-dimensional radar information on aircraft under surveillance to tell controllers identity and altitude as well as other computer-derived information. The system is expected to become fully operational in February 1974.

CONSERVATION OF MOTOR VEHICLE FUEL. . . . GSA Bulletin FPMR G-82 sets forth a recommended program for the conservation of motor vehicle fuels. The bulletin suggests that the Federal government take the lead in the conserving of fuel by curtailing government vehicle usage to the maximum extent practicable and by giving wide publication to those driving techniques which contribute to fuel economy. These guidelines for the operation of official vehicles contain suggestions which you may find worth following in your own pursuit of economy and conservation.

- Travel at reduced speeds. Fuel consumption generally increases significantly above 60 miles per hour.
- Avoid sudden bursts of speed and pumping the accelerator pedal while the vehicle is not in motion.
- Avoid sudden stops; plan ahead.
- Do not idle engine for long periods of time.
- Avoid over-filling the fuel tank so as to permit expansion of the air pocket without forcing gasoline out of the vent.
- Use the air-conditioner sparingly (disconnecting will damage seals and cause excess maintenance), but operate at least once each week during the year.
- Maintain tire pressures to tire manufacturer's recommendations to reduce rolling resistance.
- Check and adjust wheel alignment to manufacturer's specifications. This will also reduce rolling resistance.
- Have the engine tuned to manufacturer's specifications with attention given to the air cleaner, choke setting, muffler, etc.

AREA CONTROLLERS TO APPEAR ON TV. . . . Washington ARTCC Deputy Chief John Foundus and controllers Jeanne Stevenson and George Shannon are scheduled to appear on WTTG-TV's Panorama show on Monday, Sept. 10 at 1 p.m. to discuss the functions of the center and its upcoming open house at Leesburg, Sept. 14, 15, and 16. Controller Stevenson will appear on the WTOP-TV Harambee show in a film segment shot at the center on the same subjects on Friday, Sept. 14 from 9 to 9:30 a.m. Also watch for spot announcements on other stations concerning the weekend anniversary of the Washington Center and the unveiling of new alphanumeric radar displays.

A NEW KIND OF MAGAZINE. . . . You don't even have to read it. It's FAA's September VIDICOM, "Video Magazine" in full color. The features include a report on FSS Modernization by Air Traffic Service Director Ray Belanger; a trip to Fayetteville, N.C., for the dedication of a new control tower where a radar system was installed in 21 days instead of the usual 121, and a visit to NAFEC to see some of the latest experimental research designs to improve safety. Also on the program is the Direct Line question and answer segment. Although the Friday, Sept. 14 showing has been cancelled, this exciting program can be viewed in the third floor auditorium this Monday and Wednesday, Sept. 10 and 12, and next Monday, Wednesday, and Friday, Sept. 17, 19 and 21, every hour on the hour, 10 a.m. to 3 p.m.

"DRUG AWARENESS" RESCHEDULED. . . . Due to some unfortunate technical problems, the "Employee Drug Awareness Program" could not be shown last Wednesday as planned. However, the program has been rescheduled for showing in the third floor auditorium this Thursday, Sept. 13 at 10 a.m. and 2 p.m. All employees who have not seen the program should do so. Supervisors should encourage employees to attend and report attendance to the Training and Career Development Branch, APN-130.

IF YOU DON'T KNOW WHY. . . . If you don't know why the Federation Aeronautique Internationale is giving the FAA an award, where small blimps are being studied as a possible crime fighting weapon, what the name of the new counter-culture airline that just won its license is, or when the Employee Drug Awareness program is being shown....then you haven't been listening to INTERCOM Broadcast Briefs. How? Dial x63232--News, menu, and weather--IBB.

AMERICAN AVIATION HISTORICAL SOCIETY MEETING. . . . Those FAAers who want to see how it all began have an opportunity to view two informative films on the Wright Brothers at the Smithsonian Institution's American Aviation Historical Society's Sept. 12 meeting at 8 p.m. The 28 minute films are the first two in a series of five historical films to be presented. Everyone is invited. For more information and directions call Bob Wood on 381-5791.

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HEADQUARTERS intercom

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

73-38 Sept. 17, 1973

AOPA HONORS 2 FAAERS

Two FAA employees who saved the lives of pilots and passengers by guiding two aircraft to safe landings were honored by the Aircraft Owners and Pilots Association (AOPA) in San Diego last week. Last February, flight service specialist Jo L. King of the Cordova, Al. FSS radioed cockpit instructions and flight directions to a pilot caught in a snowstorm and on the verge of panic. The pilot landed safely at Cordova. Calvin D. Losey, supervisory controller at Shreveport, La. approach control, used an ARTS III display to help guide a non-pilot passenger to a safe landing after the pilot blacked out in flight. Losey was also assisted by other FAAers when the incident occurred in Oct. 1972. AOPA presented the FAAers special awards at the closing banquet of its Plantation Party and Industry exhibit on Sept. 15.

AGREEMENT WILL COVER 15 MONTHS

FAA AND NAATS REACH NEW ACCORD

Agreement was reached last week by FAA and the National Association of Air Traffic Specialists (NAATS) on the terms of a new labor agreement which will cover a 15-month period. NAATS is the exclusive representative of some 3,200 flight service specialists. Before becoming effective, the 51-article agreement is subject to review and approval by the Administrator and ratification by the union. The present labor agreement expires on Sept. 30. Renegotiation of the agreement began on Aug. 16 in Washington, and after ten consecutive lengthy negotiating sessions, the parties reached an impasse on several issues. The Federal Mediation and Conciliation Service was asked to assist and final agreement was reached with the help of an FMCS mediator. The agreement was characterized by both parties as a good, equitable contract which recognizes the needs and obligations of the union and agency management. Details of the agreement were discussed at a national TELECON last week. In the near future, Air Traffic and Labor Relations teams plan to visit the regions to give facility chiefs clause-by-clause briefings similar to those conducted after the original agreement was negotiated.

HUGE AIRPORT OPENING IN TEXAS

President Nixon is expected to give the Key-note address at next Saturday's dedication ceremonies of the Dallas/Fort Worth Regional Airport. Also scheduled to attend the 10 a.m. ceremonies at the largest airport in the world are DOT Secretary Claude S. Brinegar and Administrator Butterfield. Both will be on hand to meet visitors on Friday when dignitaries and diplomats from around the world are expected to fly into the mammoth airport for an international gala get together as well as the dedication ceremonies. (Continued on page 2)

LOGISTICS GETS IT ALL TOGETHER. . . . An FAA Logistics Conference will convene in Oklahoma City Oct. 1-3 to take stock of changes in agency organization, staffing and policies affecting logistics activities. Director and Deputy Director of the Logistics Service, Paul Comulada and Richard Frakes, as well as LG representatives from the regions; Aeronautical Center, including FAA Depot Manager Calvin Davenport; NAFEC; and Washington National and Dulles International Airports will attend. Topics to be discussed include: the shift of regional logistics functions from the Airway Facilities Divisions into separate Logistics Divisions; personnel career opportunities in Logistics; use of Defense Department stocks to supply certain FAA needs; position staffing standards; construction contracting; procurement reports and clearances; materiel management and a look at the future in some of these areas. Associate Administrator for Administration James Dow will be guest speaker at the Oct. 2 session.

FAA ISSUES NEW AIRPORT PLAN. . . . According to the first edition of FAA's National Airport System Plan (NASP), some 700 new airports should be built in the U.S. over the next ten years to keep pace with the projected growth of air traffic. Approximately 660 of the airports would be for general aviation use. Nevertheless, NASP notes a critical need for development of major terminals to handle air carrier traffic in large cities, including New York, St. Louis, Atlanta, Boston, Honolulu, Minneapolis/St. Paul and Louisville. The estimated cost for new airports and improved facilities is \$6.3 billion, but this plan in no way obligates the Federal government to fund these projects. NASP also foresees an increasing role for short-takeoff-and-landing aircraft to relieve airfield congestion at major terminals and includes 15 STOLports to provide such service. NASP, which is published in 12 volumes for each region plus a national summary, replaces FAA's old National Airport Plan, last published in 1968.

OPENING OF NEW AIRPORT SET (Continued from page 1). . . On Saturday and Sunday the public will be invited to tour the new facility. An estimated 10,000 automobiles an hour are expected, which will give a crucial test to access road capacity. Although the airport will be dedicated on Saturday, the actual opening from an operational standpoint will not occur until Oct. 28. At 12:01 a.m. on that date virtually all airline operations in the area will switch over to the huge, new airport which, incidentally, covers more real estate than the whole island of New York/Manhattan.

GENERAL AVIATION ACCIDENTS DOWN. . . . General Aviation accidents were down for the fourth consecutive year during 1972, according to the National Transportation Safety Board's annual report to Congress. The safety board reported a total of 4,230 accidents during the year--nine percent below the 1971 level. Fatal accidents were up by nearly two percent, while the number of fatalities, 1,357, was down by one percent. NTSB said the majority of the accidents resulting in fatalities or total aircraft destruction involved pilot causal factors. These factors included poor pilot judgment and simply losing control because of insufficient skill in flying by reference to cockpit instruments.

ANTI-HIJACK PROGRAM REMAINS FIRM. . . "As of now, we see no relaxation of the rules," said Benjamin O. Davis, Jr., Assistant Secretary for Environment, Safety and Consumer Affairs, about the anti-hijack program in a speech in Montreal recently. "There may be advances in technology which will speed the inspection of hand-carried items. But the concept of interception and implementation of it will remain in effect for the foreseeable future." Davis said electronic screening of air passengers and inspection of all carry-on items is in effect at 2,800 boarding gates all across the nation, affecting the half a million people who fly every day.

HANDS--AND AVIATION--ACROSS THE SEA. . . Standardizing navigation aids, communications facilities and air traffic control internationally "is a matter of considerable urgency" said Administrator Butterfield in Honolulu recently. Speaking to the Plenary Session of the Asia-Pacific Regional Air Navigation Meeting, he said forecasts of international air traffic show substantial growth, lending urgency to the need for standardization. He noted that one of his early actions as Administrator was to elevate FAA's Office of International Aviation Affairs to his immediate staff, in recognition of the importance of international aviation. Butterfield also outlined wider efforts to expand the agency's technical assistance abroad through multilateral and reimbursable agreements. In the field of aircraft certification, he said FAA is revising its bilateral airworthiness agreements to simplify type certification of aircraft throughout the world and thus facilitate the purchase, sale and lease of aircraft of all types for the world's airlines and general aviation.

FEDS RETIRE IN DROVES. . . Double inducements triggered a record number of Federal employee retirements this summer, according to the Civil Service Commission. CSC received 89,000 retirement claims from May 1 through Aug. 31, surpassing last year's record of 80,000 for a comparable period. FAA employees accounted for nearly 1,000 of this summer's total. The two inducements were the automatic annuity increase based on cost of living figures, and a new law authorizing early optional retirement on reduced annuity under certain conditions. The Commission said it is meeting its goal of sending special payments to qualified retirees within ten days after receipt of their applications. Such payments are made on a monthly basis until exact annuity rates are determined, followed by any needed adjustment of differences.

MEN IN BLUE TAKE HONORS ANEW. . . For completing a full year of flights without a single accident, 33 U.S. Air Force Aero Clubs will receive FAA's Annual Flight Safety Award at ceremonies throughout the country to be conducted by the agency's General Aviation District Offices. Bergstrom AFB Aero Club, Austin, Tex. will receive its seventh consecutive award for achieving an accident-free year, and nine other clubs will receive special recognition for compiling perfect safety records for more than one year. The award program was begun in 1964 to promote flight safety through recognition of flying clubs with outstanding safety records.

LUNCHTIME SPEAKER. . . The Women's Subcommittee of the Civil Rights Committee as part of its continuing program of providing interesting and informative lunchtime speakers will present James Robinson, Senior Budget Examiner for Civil Rights with the Office of Management and Budget who will discuss the rights of women under current laws and regulations. All persons interested in attending and participating in the discussion are cordially invited to bring their lunch and come to room 5B on Tuesday, Sept. 25, at 12 noon.

SEMANA ESPANOL. . . Headquarters FAAers are invited to join in the continuing observance of National Hispanic Heritage Week by participating in the programs developed by the Office of Civil Rights in conjunction with the President's 16 Point Program for Spanish Speaking Persons. To please your palate, specially prepared Spanish food will be served in the FAA cafeteria. For your viewing pleasure, there is a display on the second floor, and films will be shown in the third floor auditorium this Tuesday and Thursday, Sept. 18 and 20, at noon, 1 and 3 p.m.

LAST WEEK FOR "VIDEO MAGAZINE". . . Don't miss your last opportunity to see in VIDICOM how FAA technicians installed a radar system in 21 days instead of the usual 121 at the Fayetteville, N.C. tower. Also featured in this program is a report on FSS modernization, a look at the latest experimental research at NAFEC, and the regular Direct Line feature. Showtimes this week are Monday, Wednesday, and Friday, Sept. 17, 19 and 21, every hour on the hour, 10 a.m. to 3 p.m. in the third floor auditorium.

AWARDS AND REWARDS. . . The Office of Aviation Medicine presented a Special Achievement Award based on outstanding performance to Sara S. Morgan. Length of Service Awards were presented to Albert Poliak, 35 years, and Helen Lawrence, 25 years. The Systems Research and Development Service presented Quality Within-Grade Pay Increases to Carrol Sears and Veta C. Donock (based on outstanding performance) and a Special Achievement Award to Evoral Jenifer. Temporary SRDS summer employees also given Special Achievement Awards were Patricia S. Hodges, Patricia A. Iacono, Jean E. Behrens, Veronica E. Fitz, Valerie L. Randolph, Melissa G. Allen and Katherine H. Hayes.

SECRETARIAL WORKSHOP. . . The Capital Chapter of the National Secretaries Association will hold a workshop at the Sheraton Park Hotel on Saturday, Oct. 13 from 8 a.m. to 3:45 p.m. For registration forms and additional information call 521-5736 between 6 and 10 p.m.

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SPECIAL

Intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

EEO POLICY

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

WASHINGTON, D.C. 20590

DATE: September 27, 1973

IN REPLY
REFER TO:

SUBJECT:

TO: All FAA Employees



OFFICE OF
THE ADMINISTRATOR

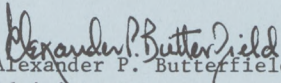
The purpose of this correspondence is to set forth my policy concerning equality of opportunity in personnel and related management actions for all FAA employees.

Equal employment opportunity is the concise application of merit principles in all personnel and management actions. EEO is law. We in FAA shall perform all official actions in full accordance with the letter and spirit of the law.

To assure continuous growth of minorities and women in our workforce, I am directing a renewed effort to support the stated FAA objective to hire 20 percent minority and 16 percent women. Special emphasis will continue to be given to the President's 16-point program for the Spanish-speaking, and to the Federal Women's and Upward Mobility programs.

The Regional and Center Directors and the Associate Administrator for Administration will keep me abreast of our progress in reaching FAA hiring and special emphasis program objectives; the Office of Civil Rights will advise me on progress of all programs having civil rights implications; and each executive and manager will be held accountable for assuring progress at all levels within his area of responsibility.

The challenge is here and the commitment is ours. The argument for affirmative action is clear. My counsel to all of you is positive action for positive results. I will not accept less.


Alexander P. Butterfield
Administrator



HEADQUARTERS intercom

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

73-40

Oct. 1, 1973

FATE OF THE WILD BLUE YONDER

"I'm afraid, whether we like it or not, the 'wild blue yonder' is no longer wild," Administrator Butterfield said in remarks prepared for the Greater Miami Aviation Association last month.

"Henceforth, judgement, professionalism and flight planning are the watchwords for private aviation today,"

he added. Referring to the cross-current pressures of the air carriers and general aviation on FAA, he said,

"Some of the 'skeds' (air carriers), I'm told in Washington, are convinced that FAA is ridiculously indulgent regarding the rights of general aviation. I've also

heard that many in private aviation are just as convinced FAA is bent on annihilating general aviation by favoring the airlines.

Neither extreme, of course, is the case, nor will it ever be. There is plenty of room 'up their' for all of America's growing aviation fleet, if we use the airspace sensibly."

USER TAXES OUTLINED

CONGRESS GETS AVIATION COST STUDY

Secretary Brinegar sent the first of the two-part report on the Cost Allocation Study to Congress last week. Part one outlines DOT conclusions on how the airlines, general aviation and the public should help the Federal government pay for the Federal Airport and Airway System. The study reached several key conclusions:

- Costs should be allocated 50 percent to air carriers; 30 percent to general aviation; and 20 percent to the public...
- The present tax structure recovers only about 55 percent of total Federal costs from non-public users; a more realistic amount should be 80 percent...
- Only about 20 percent of the costs assigned to general aviation are being recovered by user taxes...
- Long-term taxpayer subsidy of the airport and airway system is not warranted. A high percentage of costs should be recovered through gradually phased in user charges...

(Continued on page 3)

OCTOBER FEDERAL PAY HIKE OKed

The Senate last week approved a Federal employee pay raise on the first pay period on or after Oct. 1. For FAA employees the effective date is Oct. 14. The 72 to 16 vote in the Senate reversed an earlier Presidential decision to defer the pay raise until Dec. 1. The exact amount of the pay raise will be announced by the President.

* * *

HAPPY COLUMBUS DAY

* * *



FAA HOPES TO WIDEN UMBRELLA OF PROTECTION . . . FAA is pushing a bill in Congress that would allow Federal agency heads to authorize certain employees to provide emergency assistance anywhere they are available and able to do so. The effect of the bill would be to protect such employees under the Federal Employees Compensation Act and the Federal Tort Claims Act when they give emergency assistance outside the "normal" scope of their duties. In testimony before the House Subcommittee on Intergovernmental Relations Sept. 21, Acting Associate Administrator for Administration Charles Weithoner gave the example of airport fire-crash rescue personnel helping auto accident victims. Under present law, such employees would not be entitled to injury compensation if they were hurt giving such assistance. "FAA initiated consideration of such legislation," Weithoner said, "because it was clear to us that our employees were at times being exposed to serious personal harm without the protection to which they were entitled".

AIRWAY FACILITIES CAREER STUDY ON SCHEDULE . . . The joint Office of Personnel/Airway Facilities study team has completed the fact-finding stage of the Airway Facilities career study. 600 personal interviews were conducted with a representative sample of the AF workforce in both maintenance and installation throughout the agency. In addition, the study team is reviewing engineer and electronic technician career systems used by a number of private corporations, state governments and other Federal agencies including NASA, Army, Air Force, the Port Authority of New York, and TRW. The team is analyzing the data to identify underlying problem areas and explore possible alternative courses of action. A work conference to assist in formulating a new career system is also being planned for the near future. Work conference participants representing both the field and Headquarters will review and critique the proposed alternatives and recommend policies and procedures for a new AF career system.

DOT MEN MEASURING WAKE TURBULENCE . . . Technicians from DOT's Transportation Systems Center, Cambridge, Mass. are working out of a bright yellow camper van at Stapleton International Airport in Denver to measure wake turbulence in an effort to better understand and predict this potentially dangerous phenomenon. They have erected little propellers and sound-generating equipment to gauge the strength and direction of travel of wing-tip vortices caused by heavy jets just before they touch down on the airport's main east-west runway. It is hoped that accurate data will allow closer safe spacing between aircraft to increase the number of possible landings in a given time period. The Center technicians expect to wind up their tests by the end of October and then travel to London's Heathrow Airport for similar tests.

AVIATION COST STUDY (Continued from page 1) . . . • The tax structure should be shifted toward user charges that more nearly reflect actual costs imposed by users on the system. The Cost Allocation Study was required by the Airport and Airway Development and Revenue Act of 1970. Part II of the study is scheduled to go to Congress in February and will provide specific recommendations to change the tax structure along with proposals for legislative action. Copies of the report can be obtained by writing to: Airport and Airway Cost Allocation Study, DOT Buzzard Point Building, Room 6604, 2100 Second Street, S.W., Washington, D.C. 20590.

NATIONAL LEASED COMMUNICATIONS SERVICES WORKSHOP . . . 1,820,000 miles of leased circuitry! \$50,000,000 annually! That's what it takes to support the FAA's air traffic control communications needs which vary in complexity from sophisticated computer circuits to the relatively uncomplicated flight assistance telephone lines. To discuss mutual problems and to seek improved ways of obtaining and using these lines, regional AT and AF specialists, who manage the leased communications programs, met in Washington recently for a national workshop co-hosted by the Air Traffic and Airway Facilities Services. The participants wrestled with numerous technical and operational problem areas with considerable time devoted to the budgetary process. The workshop closed with a common understanding of the agency goals and expectations and their impact on the leased communications program.

HANDICAPPED HEARINGS - - TWO LOCATIONS CHANGED . . . The locations of two public hearings on air transportation of the handicapped are being changed by the agency, although the dates remain the same. The Chicago hearing is now set for the O'Hare Non-Commissioned Officers Club, SSE, O'Hare International Airport, Chicago, Oct. 10. It was originally scheduled for the Concord Motor Inn, Rosemont, Ill. The Washington, D.C. hearing will be held at DOT's Buzzard Point Building on Oct. 18, instead of at the FAA Headquarters building. The dates and places for four other previously scheduled hearings remain the same.

AS THE LEAVES BEGIN TO FALL, there's a "Meeting of Minds" in the October FAA WORLD....between controllers and pilots, that is. Indonesians pick up a Southern accent when they train in air traffic control at the Mobile, Ala. tower in "How ATC Diplomacy Works." FAAers at the Minneapolis Center save greenery and oil in "A Plus for the Home Town," and a San Francisco tower controller, his wife and children make music by organizing teenage choirs--read about it in "Service Above All." Kudos go to St. Louis, the "Tower of the Year," and husband-wife and swapped teams compete in an air derby when "Mix and Match Works Fine." Oakland builds another bridge--but not over water--in "Put a Little Interest in Your Bridge." The fourth in FAA WORLD's fold-out maps features Flight Service Stations, and there's all the regular features as well: Direct Line, Like It Is, Faces and Places, Mobility Gulch, and Faables.

ACCIDENT PREVENTION . . . The stairwells in the FAA building (FOB-10A) have become a safety hazard because individuals are leaving trash on the stairs. Some people have gone so far as to leave dishes and eating utensils on the steps. Recently, one employee fell down a flight of stairs and was injured because these items were left on the steps. Since everyone in this building knows where the cafeteria is located, please return dirty dishes. For other materials, please use waste paper baskets and other appropriate trash receptacles. Don't be a victim of such an accident and don't cause one.

AT THE SOUND OF THE GONG . . . This is National Fire Prevention Week and, appropriately, there will be a fire drill for personnel in FOB-10A this Tuesday, Oct. 9. Just to refresh your memory here's the procedure for a drill: Lock all safes and take personal belongings; proceed at once to the nearest stairwell; obey all instructions from floor wardens; upon exiting the building, do not congregate at the entrances; move well away from them. There will be one elevator in each elevator bank in operation to accommodate handicapped people only. Others must use the stairs for exit. All personnel must evacuate the building during a fire drill.

JMB PLAYING THE FIELD . . . The Junior Management Board is looking for new members to serve one-year terms beginning Nov. 1. If you're interested and under age 35, contact your supervisor. He will notify your Office or Service Director who will make nominations after reviewing the various candidates. JMB members can look forward to discussing issues affecting younger managers and to working on special projects assigned from time to time by the Executive Committee, the Agency Review Board and other top level management groups. Nominations will be submitted by Office and Service Directors before Oct. 19, so let your supervisor know of your interest as soon as possible.

ALL AIRWAYS LEAD TO OSHKOSH . . . VIDICOM traveled to the green fields of Oshkosh, Wisconsin to film the 21st Annual Experimental Aircraft Association Convention recently, and the exciting results can be seen in the third floor auditorium next week. "Oshkosh B'Gosh" features highlights of the many air shows and reveals the extraordinary variety of homebuilt, antique, and restored war aircraft that were flown into the convention by EAA members. Also, FAA was highly active in monitoring the safety of the show and controlling the tremendous amount of air traffic for the week's events -- VIDICOM reporters talk to controllers in the Wittman Field tower, the mobile tower near the runway and to inspectors and specialists at the temporary GADO and FSS set up for the fly-in. Be sure to see this show, which will play in the auditorium Oct. 10, 11 and 12, next Wednesday, Thursday and Friday, and again on Oct. 15, 16 and 17, Monday, Tuesday and Wednesday, every hour on the hour from 10 a.m. to 3 p.m.

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HEADQUARTERS Intercom

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

73-41 Oct. 9, 1973

CASTLEBERRY NAMED
AIDE TO OA-1

Garland P. Castleberry was named executive secretary to Administrator Butterfield last week after holding the position in an acting capacity since Nov. 1972. Previously, he served as executive assistant former Deputy Administrator Ken Smith. Castleberry's career spans air traffic control, management analysis and a legislative assistantship in the House of Representatives. In 1965 and 1966 he served in the Congressional Fellowship Program while employed by the Office of Economic Opportunity. He first joined FAA in 1958.

PAY RAISE--

SEE NEW

GENERAL SCHEDULE

ON PAGE 2.

"SPECTACULAR ACHIEVEMENT"

SKYLAB 'SPACE MECHANICS' HONORED

The Skylab I astronauts--Charles "Pete" Conrad, Jr., Joseph Kerwin and Paul Weitz--were officially recognized as the world's first space mechanics by FAA last week. In ceremonies at Headquarters, Administrator Butterfield told the astronauts, "The in-flight repair job you performed on the Skylab orbital workshop was one of the most spectacular achievements of the entire space program... I'm sure every aviation mechanic in the country is proud to have you as honorary members of their select and highly-skilled fraternity." Each astronaut received an honorary FAA Airframe and Powerplant Mechanic's certificate with a special "spacecraft rating" established expressly for them. The astronauts made two space walks last May to erect a sun shield and free an electric power generating solar panel on Skylab after it had been damaged during launch.

BUTTERFIELD BRIEFS HQ FAAERS

During six informal meetings held in the Headquarters auditorium last week, Administrator Butterfield told over a thousand FAAers what he has been doing since he came to the agency and what he plans to do. He explained that when he first came to the agency, he met the key people in Washington and then went out to visit facilities in the field. Speaking without a script or notes he listed some high priorities he is working on. These included improving the overall efficiency of the national airspace system; making sure the air traffic training pipeline does not dry up again; safety, particularly in general aviation; efficient management; management training (Continued on page 2)

\$\$\$\$\$\$\$\$\$\$\$\$. . . The Federal employee pay raise has been announced as 4.77 percent by the President. Here are the revised General Schedule pay scales:

GRADES	STEPS									
	1	2	3	4	5	6	7	8	9	10
GS-1	\$5,017	\$5,184	\$5,351	\$5,518	\$5,685	\$5,852	\$6,019	\$6,186	\$6,353	\$6,520
GS-2	5,682	5,871	6,060	6,249	6,438	6,627	6,816	7,005	7,194	7,383
GS-3	6,408	6,622	6,836	7,050	7,264	7,478	7,692	7,906	8,120	8,334
GS-4	7,198	7,438	7,678	7,918	8,158	8,398	8,638	8,878	9,118	9,358
GS-5	8,055	8,323	8,591	8,859	9,127	9,395	9,663	9,931	10,199	10,467
GS-6	8,977	9,276	9,575	9,874	10,173	10,472	10,771	11,070	11,369	11,668
GS-7	9,969	10,301	10,633	10,965	11,297	11,629	11,961	12,293	12,625	12,957
GS-8	11,029	11,397	11,765	12,133	12,501	12,869	13,237	13,605	13,973	14,341
GS-9	12,167	12,573	12,979	13,385	13,791	14,197	14,603	15,009	15,415	15,821
GS-10	13,379	13,825	14,271	14,717	15,163	15,609	16,055	16,501	16,947	17,393
GS-11	14,671	15,160	15,649	16,138	16,627	17,116	17,605	18,094	18,583	19,072
GS-12	17,497	18,080	18,663	19,246	19,829	20,412	20,995	21,578	22,161	22,744
GS-13	20,677	21,366	22,055	22,744	23,433	24,122	24,811	25,500	26,189	26,878
GS-14	24,247	25,055	25,863	26,671	27,479	28,287	29,095	29,903	30,711	31,5
GS-15	28,263	29,205	30,147	31,089	32,031	32,973	33,915	34,857	35,799	36,741*
GS-16	32,806	33,899	34,992	36,085*	37,178*	38,271*	39,364*	40,457*	41,550*	
GS-17	37,976*	39,242*	40,508*	41,774*	43,040*					
GS-18	43,926*									

*Limited by law to a maximum of \$36,000 a year.

DIRECTORS BEAR DOWN ON VITAL ISSUES . . . Administrator Butterfield met with region and center directors and key Headquarters officials for a two-day conference in Denver, Colo. last week. Butterfield emphasized the need for developing solutions to the problems facing general aviation, a thread which wound through discussions on many topics during the conference. Topics considered by the conferees covered a broad range of agency management problems including management and planning philosophies, resource overview for fiscal years 1974 and 1975, personnel policies and measures for improving the National Aviation System.

BUTTERFIELD BRIEFS FAAers (Continued from page 1) . . . and others. He also said that a primary reason for his recent trip to Russia was to stimulate interest in a world-wide air traffic control system based on the system developed in the U.S., which he described as the "biggest, the most complex and by far the best system in the world." The Administrator concluded by saying "we believe in safety, consumer comfort and convenience and in promoting civil aviation." And he said that to accomplish FAA's mission "we have a lot of brains in this outfit and a lot of experience."

NOT A DROP TO SPARE . . . The pilot was having trouble locating the airport in spite of direction steers provided by the Bluefield, W. Va. Flight Service Station. Flying with four other members of his family in the single engine plane, he was way off course, leading flight service specialist Samuel C. Bunch to suspect the aircraft's gyro was malfunctioning. The pilot radioed he was critically low on fuel; Bunch gave him new headings to compensate for the possible gyro error and described landmarks near the airport. The plane touched down safely, the engine coughing to a stop at the terminal as it ran out of fuel. After thanking Bunch for his life-saving assistance, the pilot later refueled his 48-gallon-capacity aircraft with 47.6 gallons. During the month of September, 234 flight assists were reported --117 by flight service stations, 93 by towers and 24 by centers. There were a total of 340 people reported on board the aircraft involved. The primary causes for the assists included 154 lost pilots, 24 low on fuel, 20 involved in weather and 53 with some type of equipment malfunction. There were 88 pilots assisted by use of radar, 105 assisted with DF, 48 with VOR orientation and 38 by the use of geographical references. Reports indicate 15 student pilots involved, 16 gear-up landings averted, 16 night assists and 12 aircraft aided by other aircraft.

OPEN SEASON ON HEALTH BENEFITS . . . Here's an early reminder that this year's Health Benefits Open Season will run from Nov. 15 to 30. During this time any eligible employee may enroll or change enrollments in either the national or appropriate local health benefits programs for Federal employees. If already enrolled, an employee may change health plans or change coverage under the same plan--for example, from self only to self and family. Annuitants who have continued their participation in one of the health plans may also change plans or coverage. Employees who don't want to make a change should take no action. Before the Open Season begins, all employees will receive the "Open Season Instructions Brochure" as well as a sheet listing the cost of participation in each of the health plans. For general information, employees should consult the booklet, "The Federal Employees Health Benefits Program," Form 2809A, which they received when entering on duty.

MECHANICS STUDIED . . . Two contracts totaling almost \$60,000 have been awarded to the University of California at Los Angeles by FAA for a two-part national survey of the aviation mechanics' occupation and the text materials used to train mechanics. The occupational study will identify changes in work activities of aviation mechanics resulting from the introduction of new equipment, procedures and techniques since the last such survey in 1970. It also will investigate the technical knowledge and manipulative skill required for mechanics and identify the scope of training offered by industry. The text materials survey will obtain information from instructors and supervisors in aviation maintenance technician schools and industry training programs. A follow-up will involve evaluations by students and instructors of three different text presentations to determine the most effective approach. Both surveys are scheduled for completion by January 31, 1974.

A WHALE OF A SHOW, B'GOSH . . . "Oshkosh B'Gosh" begins its run in the third floor auditorium this Wednesday with a fast-moving look at the 21st Annual Convention of the Experimental Aircraft Association held in Oshkosh, Wis. two months ago. This VIDICOM also reports on the high level of FAA activities at the fly-in where all kinds of amateur-built aircraft, restored antique and World War I and II planes and aerobatic aircraft put on spectacular shows for tens of thousands of spectators. With colorful planes from an aviation era of days gone by as well as futuristic birds of days to come as a backdrop, FAA controllers, Flight Standards inspectors and flight service specialists talk about their roles in keeping the fly-in safe, sane and showworthy. The program is showing Wednesday, Thursday and Friday, Oct. 10, 11, and 12, every hour on the hour, from 10 a.m. to 3 p.m.; and again next week, Oct. 15, 16 and 17.

BUZZARD POINT CLINIC OPENS . . . Starting Tuesday, Oct. 9 the Buzzard Point building health clinic will operate from 7:30 a.m. to 5:30 p.m., Monday through Friday. During lunch hour a nurse will be on duty. Stay healthy and miss it.

AWARDS AND REWARDS . . . Dulles International Airport presented Special Achievement Awards to Joseph R. Bell, George W. Burgess, Robert C. Church, Robert M. Repass, Irvin I. Williams, Walter F. Smith, Jr., Douglas M. Renner, Myrtleland H. Haden, Francis M. Larew, George L. Fulks, Edward D. Yohman, Elwood F. Edwards, Arthur W. Breon, Calvin C. Grigsby, Roy L. Eagle, Robert B. Jones, David G. Tolson, Richard J. Donovan, Ruth Ellen Mitchum and Wilbur L. Costello. Special Awards were presented to Summer Aids Marilyn Breon, Barbara A. Major and Mary E. Murray. Beneficial Suggestion Awards were presented to Owen B. Pearrell, James W. Haller, John W. Fincham and George M. Arnold. The Office of Training presented Letters of Appreciation to summer employees Laverne Anthony and Barbara Braunfeld and a Special Achievement Award and \$25 to summer employee Cassandra Webb. A 30-year service pin was presented to James J. Strnad. The Office of Air Transportation Security presented Quality Within-Grade Pay Increases to Xavier F. Clark, Sharan D. Sharp, James E. Parker, and Americo J. Casucci; and Special Achievement Awards to the following summer employees: Gwendolyn S. Richards, Joyce A. Washington, Patrick J. Lynch, and James M. O'Dea.

AFTER WORK SCHOOL . . . Sixty undergraduate and graduate level courses will again be offered by the Federal After-Hours Education Program for the spring semester. Sponsored by George Washington University, the courses will be conducted in downtown Washington, D.C. Federal buildings after working hours. Registration for the courses, which begin the week of Jan. 21, 1974, will be held in the Dept. of Commerce Building, 14th St. and Constitution Ave., NW, in conference rooms A, B and D. (just off the lobby), from 10 a.m. to 3 p.m., Wednesday, Jan. 9 and Thursday, Jan. 10. Tuition is \$63 per semester hour. For more information, call Robert W. Stewart, Jr. at 676-7018.

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HEADQUARTERS intercom

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

73-42 Oct. 15, 1973

ANIMALS IN THE AIR

FAA's concern for the humane treatment of animals in air transportation was expressed by Acting Associate Administrator for Operations, William Flener, in testimony before a special House subcommittee last month. Flener outlined the various areas of possible regulatory action, including ground handling, animal containers, aircraft environment and loading methods. He said FAA could issue regulations in the last three areas if data on safe treatment is provided by agencies more knowledgeable about animals than FAA, such as the Dept. of Agriculture.

BUTTERFIELD TALKS SAFETY TO 'PILOT'

The FAA must tackle the problem of General Aviation accidents "through both educational and regulatory means," Administrator Butterfield said in an article appearing in the October AOPA Pilot magazine. He went on to enumerate some of the steps already taken to revamp pilot training and some safety regulations in the mill.

EMPLOYEE INTEREST HIGH

MERIT PROMOTION STUDY ADVANCES

Office of Personnel officials report positive interest by employees and supervisors in the on-going Merit Promotion Program study. Of 5,500 questionnaires sent to FAA supervisors and employees a few months ago, 70 percent were returned -- an extremely good response. The Office of Personnel also received many letters and constructive comments from employees in response to a June 6 Special INTERCOM on the subject of MPP. The first of two groups formed to analyze employees' comments -- the Technical Resources Group -- met at Headquarters last month to develop a preliminary summary of the problems reported. This summary will be used as a working document by the second group, the Working Advisory Group, when it meets in Washington in the near future. Composed of employees and supervisors from FAA's major occupational groups, NAFEC, Aeronautical Center and each region, (Continued on page 2)

JOB CLASSIFICATION TEST BEGINS

During the next 30 days the FAA will be cooperating with the Civil Service Commission in a nationwide field test of a new method for evaluating General Schedule positions in the Federal service. The purpose of the field test is to help the Civil Service Commission determine whether this new approach, called the factor ranking/benchmark approach, will result in accurate and consistent grade levels for the positions tested; whether it will be understood by field test participants, employees and supervisors; and whether it will be administratively feasible. Those employees who are directly involved in the field test will receive a complete explanation of this new approach to position evaluation. (Continued on page 3)

MERIT PROMOTION STUDY ADVANCES (Continued from page 1). . . as well as representatives from both PATCO and NAATS as provided in their current labor agreements, the Working Advisory Group will further identify problems and participate in the development of possible solutions. The input of this group will determine in large part the direction of the new Merit Promotion Program.

HEALTH PLAN COSTS GOING UP. . . Premium rates will go up in 1974 for most of the 40 plans in the Federal Employees Health Benefits Program, the Civil Service Commission has announced. The new rates will take effect the first pay period in Jan. 1974, the same time that changes in enrollment during the open season from Nov. 15-30, 1973 become effective. The two government-wide plans will register the greatest premium increases. The Blue Cross-Blue Shield high-option premium will be increased by a little over 19 percent, and the Aetna premium by a little over 13 percent. Other plans will have smaller percentage increases ranging from 2.5 to nearly 6 percent. The government's contributions to premium costs will be raised to help cover the increases. The higher premium rates will, in some cases, pay for improved health benefits as well as for rising costs of health care.

MORE POWER TO THEM. . . In light of an expected severe shortage of electric energy in the northwest U.S., the Northwest Region is exploring ways with airport operators to conserve power. Meetings have been held with airport managers in Washington, Oregon and Idaho, the three states that comprise the NW Region. Invitations to attend were extended to state aviation directors and managers of air carrier and general aviation airports, as well as representatives of industry groups such as the Air Transport Association, Air Line Pilots Association, Aircraft Owners and Pilots Association and electric power companies. Information obtained at the meetings will be used by the region to provide guidance to managers of all 168 lighted airports in the three-states. Region Director Chris B. Walk, Jr. said "Our objective is to come up with a realistic, solid position on energy conservation as it relates to aviation, keeping in mind at all times that no recommendations will be approved which in any way jeopardize or compromise air traffic safety."

TAKING NOISE STING OUT OF LIGHT AIRPLANES. . . New noise standards for propeller-driven small airplanes have been proposed by FAA. The proposal is aimed primarily at stopping the escalation of noise by new propeller-driven small airplane types. It also would affect current airplane type certificates by prohibiting "acoustical changes" that would increase noise levels beyond those specified in the proposed standards. In addition, FAA estimates that up to 20 percent of current small airplane types could not meet proposed noise standards and the manufacturers would have to incorporate noise abatement features in order to continue production after 1979. The proposal sets maximum noise levels ranging, according to weight, from 68 to 82 decibels (A) for propeller-driven small airplanes applying for type certification after October 10, 1973, and 68 to 80 db(A) for those applying for type certification after January 1, 1975. The "(A)" refers to the "A" scale of measurement, which approximates what the human ear perceives.

NEW CLASSIFICATION SYSTEM TO BE TESTED (Continued from page 1) . . .

When the process is completed, participants will be asked to complete questionnaires. Information from the questionnaires will be essential for the CSC to assess the understandability of this approach to position evaluation. Office of Personnel officials emphasize that since this field test is an experiment, there will be no grade level change up or down as a result of the test. Participation in this test is voluntary. If for any reason an employee does not wish to participate, he or she need only say so and there will be no questions asked. FAA officials and the Civil Service Commission count on and will appreciate wholehearted cooperation in this project, for it is felt that the end result will be a better system for classifying jobs. Any questions employees may have concerning the field test should be referred to their Regional Compensation Branch.

ONE FOR ALL AND ALL FOR ONE. . . . Eleven FAA employee organizations devoted to social activities have banded together in a pledge of affiliation that will allow members of each group to enjoy the "privileges and benefits" of any of the other groups. The organizations are: Northwest Regionaires (NW Region); NAFEC Association, Inc.; FAANE Club (NE Region); Den-Air, Inc. (RM Region); Civilair, Inc. (WE Region); Employees Association, Aeronautical Center; FAA Employees Association (CE Region); FA Club (Headquarters); and employee organizations in the Southern, Southwest and Great Lakes Regions. Among these groups' activities and benefits are dinner-dances, group travel, theater outings, film developing, check cashing and picnics.

CONCORDE LANDING CRITERIA PUT TO TEST. . . . FAA will validate the landing certification requirements it established for the delta-wing supersonic transport Concorde through actual landing tests with subsonic jets to be conducted by the Boeing Co. and Lockheed Aircraft Co. under agency contracts for \$131,825 and \$234,200, respectively. The data will also be used to update landing certification requirements for swept-wing transports. The contractors will use the widebody Lockheed L-1011 trijet and a Boeing 737. 74 flights under FAA direction with 35 landings on wet runways are planned. Qualified FAA pilots will be aboard the aircraft during flight tests, which will be conducted at the Roswell Industrial Center in New Mexico. Completion of the study is scheduled for Feb. 1974.

GOVERNMENT LOSING ITS GRAY TOP. . . . The end of an era is at hand with the General Services Administration's announcement that it will discontinue purchases of all gray linoleum top furniture items. Besides these gray-top desks, credenzas and other items that Federal employees have come to know and love, GSA also will discontinue buying certain white plastic top and wood items.

FIRE DRILL SETS RECORD. . . . During last week's fire drill the building was evacuated in a record 5 1/2 minutes which is well under the 10 minutes which is considered acceptable for a building the size of FOB-10A. This record speaks well for the cooperation of employees and the exemplary efforts of the volunteer fire wardens. Unfortunately, two problems continue to mar these annual drills. Non-handicapped employees still jeopardize the safety of handicapped employees by boarding the elevators which are reserved solely for use by the handicapped. A few employees still ignore the wardens' requests to leave the building. This type of behavior is a shabby way of treating volunteer wardens who are trying to carry out a thankless but necessary function. The job they do may save your life, so please cooperate.

LUNCHBOX FORUM TALK. . . . An illustrated slide presentation commemorating the 50th anniversary of the U.S. Navy's first large rigid airship, U.S.S. Shenandoah, will be given from noon until 1 p.m., Wednesday, Oct. 17 at the Smithsonian Institution. The speaker, Thom Hook, AIS-200 staff, has authored a 224-page softcover book, "Shenandoah Saga," to be released the last week in October. The mid-air breakup of the Shenandoah at dawn over Ohio on Sept. 3, 1925 was one of the most spectacular aerial events of the century. Two-thirds of the crew survived and are in their early 80s. The talk is open to the public -- bring your own lunch. Starts at noon, Room 449, Smithsonian Castle, 1000 Jefferson Drive.

EXPERIMENTAL AIRCRAFT CONVENTION SHOW. . . . VIDICOM's visit to the annual convention of the Experimental Aircraft Association is playing for the second week in the third floor auditorium this Monday, Tuesday and Wednesday, Oct. 15, 16 and 17. Providing a look at a variety of unusual aircraft, the program "Oshkosh, B'Gosh," also looks in on FAAers who spent a busy week monitoring the "fly-in" and helping pilots do their thing as only FAA can. The program is showing every hour on the hour from 10 a.m. to 3 p.m.

RED CROSS BLOODMOBILE COMING. . . . Sign up this week to give blood. Pledge boards will be posted on the second floor this week for those who wish to give blood during the semi-annual Red Cross Bloodmobile Drive. A total of 100 units are needed which means that at least 125 pledges will be required. The Bloodmobile will be in the building on November 2 in the eighth floor conference room 8A.

"FEW" MEET FOR LUNCH. . . . For the convenience of members, the October meeting of Federally Employed Women (FEW) will be held in two locations. October 24, Wednesday, 12 to 1:30 at the Main GSA Building, 18th and F Streets, NW (Cafeteria on the basement level; meeting room inside on the right); and October 25, Thursday, 12 to 1:30 at GSA Regional Office, 7th and D Streets, SW (Cafeteria on the 5th floor, meeting room inside on the right). The topic will be "How to Fill Out an SF-171 Form." You can "brown bag it" or come early and go through the cafeteria line. No reservations are necessary.

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HEADQUARTERS intercom

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

73-44 October 29, 1973

CONTROLLER SAVES BABY

Ken Boetten, an air traffic controller at the DuPage County Airport near Chicago, was credited with saving the life of a critically ill premature baby recently. While on duty in the tower, he heard that emergency transportation for the child was unavailable. He flew his own airplane to Rockford, Ill. where he picked up a doctor and an incubator and flew them to Mendota, Ill. where the baby was given immediate treatment. Continuing his life-saving services, he flew the doctor and the baby back to Rockford where proper medical facilities were available. The father of three pre-school children himself, Ken deserves a "hats off" salute from his fellow FAAers for such an outstanding show of humanity.



101 SYSTEMS ORDERED

AGENCY MAKES HUGE ILS PURCHASE

In the largest order of its kind ever made by the agency, FAA will buy 101 instrument landing systems from Wilcox Electric, Inc., of Kansas City, Mo. at a contract price of \$11,509,975. Deliveries to airports around the U.S. are scheduled to begin in 16 months and be completed in three years. The contract includes site preparation and installation for 54 of the units; of the total batch, 84 are complete systems while the remaining 17 are partial ILSs. The Wilcox order will greatly increase the number of ILS units in the country, which has already jumped 55 percent from 289 in Jan. 1970 to 447 full and partial ILSs now in service at 376 airports. The complete Wilcox ILSs will meet Category I standards which permit a pilot to land with visibility as low as one half mile and descend to a "decision height" of 200 feet where the pilot must see the runway or runway lights in order to complete the landing.

ANNUITY INCREASE & LAW

Federal service retirees may receive an annuity increase effective Jan. 1, 1974. The Civil Service retirement law ties annuity increases to the Consumer Price Index (CPI), which must rise three percent or more above a base month and stay up by three percent or more for three months in a row to trigger an automatic annuity increase. In August the CPI rose 3.4 percent and in September rose to 3.7 percent above the base month. If the CPI for October remains at three percent or more above the base, Civil Service retirees will receive an annuity increase of at least 4.7 percent in January. In another development, President Nixon (Continued on page 2)

SECOND CAREER PROGRAM UNDER REVISION . . . The Office of Personnel has begun revision of the agency order governing the Air Traffic second career program, following the August meeting of the ATCS (air traffic control specialist) Second Career/Early Retirement Review Committee. The committee was established under Article 14 of the agency's labor agreement with the Professional Air Traffic Controllers Organization (PATCO) to review the operation of the second career/early retirement program under agency Order 3410.11. It had been anticipated that a review of the pioneering program would be needed to work the kinks out of it. The review committee, which included three members of PATCO, met "in a most harmonious manner completely devoid of any rancor or bickering," Personnel officials reported. The committee considered 32 problems and forwarded their recommendations to Director of Personnel George Reeves. A draft of the revised order will be circulated to the field in the coming months for coordination and comment.

LABOR RELATIONS COURSE SET UP AT LAWTON . . . In an effort to sharpen the skills of agency supervisors and managers in labor-management relations, FAA has set up the first one-week recurrent training course on LMR at the Management Training School in Lawton, Okla. The course is being added to the MTS series of recurrent training courses for supervisors and managers who have attended the school's initial three-week course. Topics to be covered will include: contractual rights; contract compliance; record keeping; fair and unfair labor practices; grievance handling; and others. The course was prompted by the rapid unionization of FAA employees, with union membership now representing 55 percent of the agency work force.

NATION'S PILOTS REMINDED OF ELT DEADLINE . . . Civil aircraft operators are being reminded by FAA of the December 30 deadline for carrying an emergency locator transmitter (ELT) as a search and rescue aid. The ELT requirement applies to most of the approximately 135,000 aircraft in the general aviation (non-airline) fleet as well as those aircraft operated by supplemental air carriers, air taxis, commercial operators, and air travel clubs. Also affected are charter flights operated by U.S. domestic and flag air carriers. Since the ELT requirement was established by Act of Congress, FAA lacks authority to grant exemptions. Such relief can be provided only by another Act of Congress.

ANNUITY INCREASE LAW (Continued from page 1) . . . last week signed into law a bill that will give Federal retirees at least the amount of the last annuity increase which occurred before their retirement. Under the law, retirees will be entitled to the greater amount of one of the following two things:

- 1) an annuity computed on their service prior to the last annuity increase, plus the amount of that annuity increase;
- OR -
- 2) their earned annuity at the time of their actual retirement.



FAA & INDUSTRY MEET ON ENERGY CRISIS . . . The "Energy Outlook for Aviation" was the topic last week of the first in a prospective series of small conferences on a variety of issues between FAA and industry groups. About 50 industry representatives invited by the agency met in Washington for two days with FAA and other government officials to decide on short and long term actions and priorities in case the normal supply of aviation fuel is reduced during the nation's current energy crisis. Administrator Butterfield, who opened the conference, has strongly advocated the use of small, periodic Consultative Planning Conferences such as this one to increase the agency's responsiveness to the public and to communicate FAA thinking to aviation organizations. The agency is also planning to inaugurate periodic "Listening Sessions" with specific groups, beginning next month with sport aviation representatives.

CENTER & TOWER CHIEF JOB OPENINGS . . . An agencywide announcement for GS-15 center and tower chief positions will be distributed soon. The announcement will be used in filling existing and future vacancies at various locations throughout the agency. Qualified candidates are encouraged to apply and make themselves available for participation in this program. The announcement will provide specific information on how to apply. Applicants will be evaluated for these positions in accordance with procedures outlined in Handbook 3330.1A, Change 12, Appendix 13.

NOISE RULE TO COVER NEW MODELS OF OLDER PLANES . . . FAA has announced a new noise rule requiring newly-produced airplanes of older type design to meet stringent noise standards in order to obtain an airworthiness certificate. Affected by the rule are new production models of such aircraft as the Boeing 707, 727 and 737 and the McDonnell Douglas DC-9 as well as most business jets. These aircraft will have to meet noise criteria set forth at the end of 1969 in Part 36 of the Federal Aviation Regulations which had applied only to newer airplanes such as the Boeing 747, DC-10, and Lockheed L-1011 and a few others. The rule becomes effective in stages, depending on aircraft type, weight and powerplant, with all categories of newly produced turbojets to be covered by Dec. 31, 1974.

LONG-TERM TRAINING PROGRAMS ANNOUNCED . . . Long-Term Training Opportunities are being announced in Notice N 3100.20 to provide opportunities for employees from GS-11 through GS-15 to apply for various long-term training programs. These include: Education for Public Management, sponsored by the Civil Service Commission; Career Program for Federal Officials at Mid-Career, Princeton University; Industrial College of the Armed Forces, Department of Defense; Air War College, U.S. Air Force; and the Air Transportation Systems Specialist Program, FAA. The closing date for this announcement is November 26, 1973. All programs require the submission of an SF-171, a transcript of academic record, and special forms required by the various programs. Interested employees should be alert for this notice and begin to collect the necessary documents for application.

SEMINAR ON DISCRIMINATION IN GOVERNMENT . . . A public seminar on employment discrimination in the Federal government will be held at the Martin Luther King Library, 901 G St., NW, this Saturday, Nov. 3, from 9:30 a.m. to 1:30 p.m. The seminar is sponsored by the Employment/Compliance Task Force of the National Organization of Women in conjunction with Federally Employed Women (FEW). For more information, call Nancy Balles at 362-1895 or Gayla Salinas at 530-1959.

BLOODMOBILE WANTS YOU . . . Don't forget that the Red Cross Bloodmobile is coming to the FAA building this Friday, because we haven't. This is another friendly reminder to sign up for an appointment to give blood; the sign-up board is on the second floor mezzanine just outside the cafeteria. At least 125 pledges are needed for FAA to meet its quota of 100 units, so don't forget...make your mark in the little box and give the gift of life. The Bloodmobile will be in the eighth floor conference room 8A this Friday, Nov. 2.

WAGE GRADE PAY INCREASE . . . All FAA employees in the Federal Wage System working in the Washington, D.C. wage area will receive a pay increase averaging 5.5 percent, effective October 28, 1973. The wage area includes Washington, D.C., the cities of Alexandria, Fairfax, and Falls Church; Arlington, Fairfax, Loudoun, Prince William, Fauquier, King George and Stafford Counties in Virginia; and Montgomery, Prince Georges, Calvert, Charles, Frederick and St. Marys Counties in Maryland. The increase is based upon the prevailing rates for similar occupations in the private sector.

CLOSER LOOK AT TV AND NEWSPAPERS . . . A discussion on "Women's Image in the Media" will be featured at the November meeting of Federally Employed Women (FEW). Results of television and newspaper monitoring projects in the Washington area will be presented by two speakers. The meeting will be held at the Treasury Dept. cafeteria, Monday, Nov. 12, at 7:15 p.m. and will be preceded by a dinner at 6:15. If you want to have the dinner, send a check payable to D.C. FEW for \$3.75 before Nov. 8 to Kathy Klos, 3039 Q St., NW, #45, Washington, D.C. 20007. If only attending the meeting, call Ms. Klos at 541-2748 to arrange entrance into the building.

SAFETY BELTS SAVE LIVES . . . The National Highway Traffic Safety Administration of DOT has an important reminder for everyone. "Some people think it takes too much time and trouble to fasten their safety belts before driving. Well, it might take a little time and trouble, but those are things people can live with--if they want to live."

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HEADQUARTERS

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

73-45 Nov. 5, 1973

SAVING LIVES ON THE GROUND

What if three huge 747 DC-10 jetliners fell from the sky every week? A thousand people would die." About the same number die in auto accidents every week, said Benjamin O. Davis, Jr., Assistant Secretary of Transportation for Environment, Safety and Consumer Affairs, in a highway safety speech last month in Washington. "The driver is the principal culprit in most of the melancholy happenings on our highways... While there are plenty of bad drivers, the drunk driver is the worst." Seat belts, Davis said, can make a major contribution to the preservation of life, but too many people refuse to use them. "All of our appeals thus far--government/industry campaigns, slogans, horror stories and statistics--have fallen on deaf ears, or on dead ears.... The technology is indeed here to save lives. We have to stimulate the mentality that demands its use."

GOVERNMENT & INDUSTRY MEET IN WASHINGTON

FAA BOOSTS AVIATION FUEL SAVING

Key segments of the aviation industry have agreed to pursue a wide variety of fuel conservation measures following a recent two-day conference in Washington sponsored by FAA. For its part, FAA will review air traffic control procedures and alert controllers to the need for handling aircraft in a manner that will save fuel. In addition, the agency will encourage the use of its airport grant-in-aid programs to increase airport capacities. Discussions at the conference also centered on the possibilities of: modifying airline schedules to reduce multiple schedules; eliminating early engine starts at the gate; taxiing with fewer engines; greater use of aircraft simulators for pilot training and check flights; educating pilots to conserve fuel; cleaning aircraft to reduce drag; and conservative use of ground support vehicles. The Consultative Planning Conference was the first of a series of working sessions planned by the agency to bring the aviation community and government together to exchange views on current problems and issues.

MOUNTAIN HOUSES BUILT FOR EMPLOYEES

FAA will soon become a landlord to five of its employees. In the remote plateau town of Battle Mountain, Nev. some 4,500 feet above sea level, the Bliss Construction Co. will build five houses for five FAA technicians (and families) who maintain a long range radar, a VORTAC and a remote air/ground communications site. Over the past four years the turnover rate of FAA employees at the site has been four times higher than the Western Region average, mostly due to the rugged living conditions and substandard housing employees had to endure. Bliss will begin construction this week under a \$164,102 (Continued on page 2)

NEW NORTHWEST REGION OFFICE DEDICATED . . . They didn't use a scissors to cut the ribbon at the dedication of Northwest Region's new headquarters in Seattle last week. Instead, a 20,000-pound FAA Sabreliner twin jet taxied slowly on the ramp near the new region office and broke the ribbon as Region Director Chris Walk, Jr., Acting Associate Administrator for Operations William Flener and local government officials presided over the ceremonies. Region office personnel, as well as FAA staff from the Seattle Flight Standards District Office, Flight Inspection Field Office and staff of the National Transportation Safety Board are expected to be moved in by mid-November. Ground-breaking for the \$2.7 million three-story building occurred on Aug. 30, 1972.

FAA DELAYS AIR TAXI JET RULE . . . FAA has issued a notice of proposed rule making that would give air taxi operators using business-type jets for charter flights an additional year to meet certain equipment requirements such as the installation of flight data recorders and cockpit voice recorders. The FAA action was based on a petition from the National Air Transportation Conference, Inc., and Executive Air Fleet Corp. The petitioners argued that the equipment requirements should not apply to business-type jets for several reasons including the lack of evidence that safety has been compromised by not having this equipment. FAA is therefore extending the present November 15, 1973, deadline for compliance with the equipment requirements to January 1, 1974, in order to provide adequate time for public comments on the proposal.

EXEC DIGEST CUT . . . Because the bi-weekly publication "FAA Executive Digest" has been discontinued, supervisors and managers need not send articles to Headquarters for possible use in the Digest.

FAA GETS INTO HOUSING (Continued from page 1) . . . FAA contract and will finish all five single-story houses in about 155 days. Three of them will have 3 bedrooms and two will have 4 bedrooms. Also included will be furnace, hot water heater, bathroom, garage, sidewalks and connection of gas, water, electricity and sewers. The Federal Housing Administration will look over the houses when they're finished and suggest proper rents, which FAA will collect from the employees.

CATCH UP ON YOUR READING between football games with the November issue of FAA WORLD, which covers the fourth and last segment of its history of the FAA and aviation regulation in "From CW to CRT--The FSS Story" . . . A blow-by-blow account of a dramatic military flight assist is "No Decision Height" . . . "Three Days With LMR" gives pictorial coverage to a conclave on renegotiating labor agreements . . . A short look at what dreams are made of in "An ET Goes to Sea," at some of FINFO's new birds in "Sleek Flying Labs" and at an award to FAA in "High Honor for FAA" . . . There's all the regulars too: Direct Line, Faces and Places, Like It Is, Fables and Mobility Gulch.

AIR TRAFFIC CLASSIFICATION STUDY . . . The PATCO/FAA Classification Factors Study Work Group is now visiting facilities in the Washington area as a prelude to other field factfinding trips. The group met for three weeks during September and October to set ground rules for the study, to determine the general types of data and reports that need to be analyzed and the variety of facilities that need to be observed, and to discuss methods by which the range of information will be utilized to reach valid recommendations to improve air traffic controller classification guidelines. Participants are: Forrest West, Oakland ARTCC; James E. McCarty, Miramar RATCF; Robert J. Collins, Minneapolis ARTCC; Richard E. Swauger, Washington Tower; Max K. Winter, Savannah Tower; George W. Kerr, New York ARTCC; Kenneth L. Mitchell, Des Moines Tower; Jack Ryan, Air Traffic Service; and Jean Stebbins and Brian Moeller from Office of Personnel.

OPEN SEASON IS HERE . . . The annual "open season" of the Federal Employees Health Benefits Program begins next week. Lasting from Nov. 15 to 30, the open season allows employees to change enrollments from one health plan to another or to change coverage within a health plan. Employees may also enroll in a plan if they did not do so when joining the agency. Furthermore, retirees who continued their participation in a plan when they retired may change enrollments. By the time open season begins, all employees should have received the "Open Season Instructions Brochure" as well as a price sheet for the two government-wide and various local health plans.

ENGINE POLLUTION TEST IN ATLANTA . . . Air pollution measurements begin at Atlanta International Airport this month in a test to find out if modified aircraft taxiing procedures can effectively cut down exhaust emissions from turbojet engines. Throughout November aircraft will taxi in the normal manner; in December they will taxi with one or two engines shut down. At the airport one contractor will measure carbon monoxide and hydrocarbon emissions as well as weather conditions at several sites, while another contractor will keep track of numbers of airplanes, engines shut down, taxi operations, etc. FAA and the Environmental Protection Agency are conducting the tests with the cooperation of the Air Transport Association.

ON ACCOUNT OF ACCOUNTING . . . Accounting Division Chiefs from the regions, NAFEC, Aeronautical Center and the Office of Accounting and Audit will convene in Washington on Nov. 7 for three days of workshops and discussions on accounting problems and plans. E. M. Keeling, Director of Accounting and Audit, will chair the conference which was last held in 1967. The conference is expected to be held annually in the future.

IMPLIMENTATION EFFORTS FOR NEW NAATS CONTRACT UNDERWAY . . . Flight Service Station facility management are now being briefed about the provisions of the new NAATS contract. In addition arrangements are being made for NAATS representatives to participate in the agency MPP study as well as participate in a special classification study committee.

CLOTHING FOR KIDS . . . Clothing For Kids is again being collected this year in the Washington area by business and government organizations. The box in the lobby of the FAA building is there for good used clothing that will be donated to school children. If you have some, bring it. Collection boxes are also located in the lobbies of the Nassif Building and the Buzzard Point Building for all DOT employees to have a chance to give. The drive will last until mid-December.

JMB ELECTS AND SELECTS . . . At a meeting of the Junior Management Board held October 30, the following new officers were elected: Alan Armstrong, ALR-100, Chairman; Donald Johnson, ARD-650, Vice-Chairman; Mary Brown, AAS-12, Executive Secretary. The Board also selected the following individuals to serve one-year terms: Lowell Johnson, AAS-440; Jerry Otwell, ALG-410; Elizabeth Walker, AMS-330; Theodore DeWeese, ASE-330; Jane Golden, AGC-14; Kay Keener, APN-20; Arnold Schwartz, AEC-220; John O'Leary, AAT-130.

AWARDS AND REWARDS . . . The Systems Research and Development Service granted Quality Within-Grade Pay Increases to Philip A. Darmody, George Hadorn, Robert Fiorucci and Francis J. Brandl, and Special Achievement Awards to Richard J. Simon, Thomas M. McMahon and summer research assistant Thelma Rhoa. The Logistics Service presented a Quality Within-Grade Pay Increase (based on an outstanding performance) to Dana Linden, Special Achievement Awards to Melvin Bergman (based on outstanding performance) and Wilbur Wagner, and Length of Service Awards to Walter Geilich, 35 years, and William Lawlor, 30 years.

HIS CUP RUNNETH OVER . . . Two gallons, going on three, for blood donor Jim Trowbridge of Airports Service. Jim, who joined FAA only this September, last week received a Certificate of Honor from the Washington, D.C. chapter of the American Red Cross "in grateful appreciation for two gallons of blood." Of course, he didn't give it to them all at one time, but over several years. "You feel good after you give it," Jim said, adding that donating blood saves hospitals money and guarantees the donor free blood as well. By last week Jim had given 22 pints and was about to give his 23rd to the Bloodmobile on Friday. The Red Cross picks up donors at the FAA building every Thursday at 9:30; call the clinic on x63252 and ask for Helen Wisner or Betty Martin.

WOMEN'S MOVEMENT TALK COMING UP . . . Highly active in women's affairs, Joy Simonson will speak on the women's movement, what it means, where it's going and what the issues are, this Wednesday, Nov. 7, in conference room 312A in the FAA building. Simonson is Executive Secretary of the D.C. Manpower Advisory Committee and president of the Interstate Association of Commissions on the Status of Women. She has also served on the Board of Directors of Federally Employed Women and is the founder of Washington Opportunities for Women. Her talk is sponsored by the Women's Subcommittee of FAA's Civil Rights Committee.

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HEADQUARTERS intercom

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

B-46 Nov. 12, 1973

ENVIRONMENTAL EFFORTS

Speaking in Montreal last month on FAA's efforts to reduce aircraft noise and emissions, Associate Administrator for Engineering and Development Gustav Lundquist said, "We are operating with a clear sense of urgency." He cited several public laws and FAA regulations issued to carry out environmental improvements. Noting that major problems still exist, he highlighted plans to deal with them through both technology and modified flight and ground procedures.

CIVIL RIGHTS PARLEY

Administrator Butterfield addressed the annual FAA Civil Rights Chiefs Conference last month in the Great Lakes Region. He stated that meeting Equal Employment Opportunity goals is as much part of the FAA mission as are other major agency goals. The conference covered both the internal (EEO) and external (contract compliance) aspects of FAA's civil rights program.

RECOMMENDATIONS GIVEN TO MANAGEMENT

ATCS FEEDBACK TALKS CONCLUDE

Air traffic controllers and flight service specialists wound up two weeks of meetings at Headquarters last week in a continuing program to provide firing line employees with a direct line to top levels of agency management. Representing all the regions, the controllers and flight service specialists held separate conferences on agenda items related to their actual work at facilities throughout the country. Sixteen controllers as well as air traffic representatives from the Army, Navy and Air Force and a Canadian observer met in the eighth annual national workshop of the Controllers Operations/Procedures Committee (COPCOM). They came up with 72 recommendations to Washington management on such items as redesign of the controllers handbook, better use of area navigation, pollution control and the energy crisis. Twelve flight service specialists met in the sixth annual Flight Service Station Operations/Procedures Committee (FSSCOM) and also made a series of recommendations dealing with their specialty. The national committees were comprised of chairmen from each regional COPCOM and FSSCOM.

AUTO GAS MAY BRING PILOTS DOWN

Owners and pilots of small airplanes are being cautioned by FAA against using automotive fuel in airplanes if spot shortages of aviation fuel occur in the future. The use of automotive fuel, FAA advises, will not only damage aircraft engines, but could cause accidents as well. There is a veritable raft of reasons for not using automotive fuel including bubble formation, danger of explosion, corrosion, gum deposits and instability. An FAA leaflet, "Danger--Automotive Gasoline at Work," is available at each Flight Standards and General Aviation District Office.

MORE ON AIR TRAFFIC CLASSIFICATION STUDY . . . The PATCO/FAA Classification Factors Study Work Group has just completed observations of Washington Center and Washington National Tower operations and interviews of air traffic controllers there. The group's next visit will be to facilities in the Denver area during the last week in November. Tentative plans call for later visits to facilities in the Los Angeles, Chicago and Miami areas and to a few facilities at other locations.

CONTRACT\$ CORNER . . . FAA awarded the following contracts recently: Univac, Defense Systems Div., Sperry Rand Corp., \$261,000, for continued work to manage, operate, maintain and program the ARTS III Terminal Automation Test Facility at NAFEC for 7 1/2 months.

Antenna Products Co., \$267,450, for 43 glide slope antennas and for associated spare parts and documentation; deliveries to begin in six months and be completed five months later.

Westinghouse Electric Corp., \$476,520, for development, test and evaluation of engineering model glide slope array to be used with instrument landing systems at sites with hills, obstructions, etc.; work to be completed in 29 months.

Metroplex Industrial Constructors, Inc., \$109,290, for construction of airport surveillance radar (ASR-7) at Jefferson County Airport, Beaumont, Tex.; electronics installation to be performed by separate contract.

Warner Construction Co., \$521,739, for construction of five-story control tower surmounted by cab in Bismarck, N.D.

Raytheon Co., \$2,257,027, for services of system engineering team at NAFEC in support of integration, testing and maintenance of Computer Display Channel system, which converts raw radar information into alphanumeric on enroute center radarscopes.

HOW TO UNSTICK A MICROPHONE . . . A solution to the problem of stuck microphones in airplanes may be at hand in a rule proposed by the Federal Communications Commission. FCC has proposed that aircraft be equipped with a visual indicator that will show when the aircraft's radio is transmitting. Such a device is intended to catch the pilot's attention when his radio is on and transmitting without his knowledge. This situation occurs frequently due to stuck microphone switches, and prevents the pilot from hearing radio transmissions to him, as well as interfering with other attempts to transmit on the same frequency--a real problem for controllers and other pilots. FCC's proposed rule, issued in response to an FAA petition, would become effective about 1978 when FAA's action to increase available radio frequencies becomes effective.

AUDIT CONFERENCE . . . Audit Division Chiefs from the regions, NAFEC, Aeronautical Center and the Office of Accounting and Audit will convene in Washington on Nov. 13 for two days of workshops and discussions on audit problems and plans. E. M. Keeling, Director of Accounting and Audit, will chair the conference which was last held in 1969. The conference is expected to be held annually in the future.

FROM EPA TO FAA TO THE PUBLIC, WITH LOVE . . . FAA has proposed a rule to implement aircraft engine emission standards adopted by the Environmental Protection Agency. The proposal prohibits the certification, airworthiness approval, return to service, or operation of aircraft whose engines do not meet initial EPA standards which go into effect on Jan. 1, 1974. Standards which must be met by Jan. 1 relate to smoke emissions from the JT8D engine used on the Boeing 727 and 737 and the McDonnell Douglas DC-9 and fuel venting from large turbojets. The standards require use of improved fuel combustors on new and in-use JT8D engines (a voluntary program to install the devices is now 99 percent complete) and alternatives to dumping small amounts of residual fuel into the air after takeoff.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL--2 years: PC-34/73 Technical Officer, P=3 (GS-11/13; PC-35/73 Language Officer (Reviser), P=4 (GS-13/14); PC-36/73 Language Officer (Translator), P=3 (GS-11/13); PC-38/73 Language Officer (Reviser), P=4 (GS-13/14); PC-39/73 Language Officer (Interpreter/Translator), P=3 (GS-11/13). The language requirements for PC-35, 36, 38 and 39 are as follows. French mother tongue, or French used for the purpose of applicant's education. Demonstrated ability to revise and write French translations with a thorough knowledge of syntax and stylistics, is essential. A sound knowledge of Russian or Spanish would be a valuable additional qualification. PC-37/73 Language Officer (Translator), P=3 (GS-11/13). Spanish mother tongue or Spanish used for the purpose of applicant's education. Ability to write and progressive ability to revise Spanish translations, with a thorough knowledge of syntax and stylistics are essential. A working knowledge of French or Russian would be a valuable additional qualification. Applications are due in AIA-29 by December 13, 1973. Additional information about qualifications, duties, salary and benefits is available at your Manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.

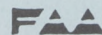
THREE TCAs EFFECTIVE IN JANUARY . . . The first two Group II terminal control areas proposed by the agency will go into effect on Jan. 1, 1974 at St. Louis, and on Jan. 31 at Seattle. Twelve Group II TCAs are planned by FAA. All aircraft operating in the TCAs will be under the direct control of an air traffic terminal facility, and pilots must carry certain equipment on their aircraft, request clearance and follow all ATC instructions in order to fly in the TCA. Eight Group I TCAs are already in effect with the ninth and last to become effective around the Dallas-Fort Worth Airport when it opens in January. The operating and equipment requirements for aircraft flying in Group II TCAs are generally less stringent than those for Group I TCAs.

1973 HEALTH BENEFITS OPEN SEASON . . . During the Health Benefits Open Season, November 15-30, 1973, you may enroll, change from one plan or option to another, or change from self only to self and family, or a combination of these. If you wish to enroll or make one of the above changes, you may obtain Standard Form 2809 from your administrative office or from the Personnel Office, Room 512. The completed form should be forwarded to the Records and Processing Branch, APN-110 during the open season. SF=2809's may also be handcarried to the Personnel Office, Room 512. They may be placed in a special container which will be prominently located in the Personnel Office reception area. Pamphlets entitled "Open Season Instructions," "Government-Wide Indemnity Benefit Plan," "Government-Wide Service Benefit Plan" and "1973 Federal Employee BiWeekly Health Benefits Rates," will be distributed in sufficient numbers for all eligible employees' use. Also, certain comprehensive plan brochures will be distributed in sufficient quantities for employees to review them. FAA headquarters employees who reside in Maryland please note that the Columbia Medical Plan now enrolls persons in this plan who reside outside of the service area. Employees interested in this plan may obtain the brochure from the Employee/Management Relations Branch, APN=140 Room 512B during the open season.

AIR TRAFFIC CONTROL EXHIBIT OPENS AT SMITHSONIAN . . . The history of air traffic control from the signal flag-waving days of the '30s and earlier to today's space-age computers will unfold in an exhibit opening for the first time this Friday, Nov. 16, at the Smithsonian Institution's Arts and Industries Building across Independence Ave. from FAA. Several of the exhibit items were obtained from FAA or with the agency's cooperation. The exhibit includes realistically simulated air traffic control operations and simulated flight with slides and movies shown in an airliner cabin theater to tell the ATC story. It's all happening across the street....

OH, NO DON'T LET THE RAIN COME DOWN . . . The huge crane parked outside the FAA building is here to help fix leaks in the roof. Sometime after the warranty on FOB-10A ran out a few years ago, minor cracks developed in the roofing allowing small amounts of water to seep into the tenth floor. So GSA has contracted to re-seal the roof, and the crane is being used to lift supplies to the roof and bring down the old covering materials. The job is expected to take about four to five months. During that time the crane will stay where it is, roped off to protect employees from any falling objects, and areas all around the building will be roped off in succession while the work of peeling off the old roof covering goes on above.

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SPECIAL intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
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BOOST CFC OVER THE TOP

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

WASHINGTON, D.C. 20590



OFFICE OF
THE ADMINISTRATOR

DATE: November 13, 1973

IN REPLY
REFER TO:

SUBJECT: Combined Federal Campaign

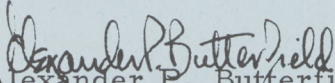
TO: All National Capital Area Employees

I have some good news and some bad news.

First the bad news: As of November 6th the FAA was some \$36,000 short of its Combined Federal Campaign dollar goal for 1973-74....despite the fact that 8 offices (AOA, AED, AAA, APL, ALR, AEM, AAD) have exceeded their respective dollar goals with 100% participation and one additional office has surpassed its goal with slightly less than full participation.

Now the good news: The Combined Federal Campaign has been extended for two weeks.

I urge those of you who have not yet signed up to see your key men without delay. Let's push the FAA over the top! By contributing generously you will provide at least a share of the needs of many independent voluntary charitable agencies.


Alexander F. Butterfield
Administrator



HEADQUARTERS intercom

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

3-47 Nov. 19, 1973

SKIES UNLIMITED FOR GENERAL AVIATION

"General aviation pilots must keep their professionalism and discipline if that segment of aviation is to continue to grow," Administrator Butterfield said in an interview published in the November issue of "Air Facts."

When asked in the article what FAA can do for general aviation, the Administrator said, among other things, "We hope to bring the accident rate down three percent for air taxi and five percent for general aviation--that's our annual goal."

SLOWING DOWN

Recognizing the nation's need to conserve energy resources, FAA has ordered the immediate lowering of the speed limit on the Dulles International Airport access road from 70 mph to 50 mph. Speed limit signs were changed last week. The 14.5 mile stretch of highway is considered part of the airport which is operated by FAA.

* * *

HAPPY THANKSGIVING

* * *

IMPROVING JOB PROGRESSION

AF CAREER STUDY STEPS FORWARD

Moving toward the goal of improved career progression in the Airway Facilities work force, 23 field and Headquarters people met in Washington last week to chart the direction of a new AF career system. The meeting was the latest step in a study of the AF career system being conducted jointly by the Office of Personnel and the Airway Facilities Service. Conference members reviewed preliminary conclusions based on 600 interviews held last spring with a broad range of AF employees and comments obtained from region and center directors, Airway Facilities and Manpower Division chiefs, unions, other Federal agencies and private business. Included in the conference were several types of technicians, an engineer and a sector manager. Also participating were officials from regional AF Divisions, the AF Service and the Offices of Personnel, Training, Labor Relations and Civil Rights. Among the causes of dissatisfaction in AF ranks which the study aims to overcome are lack of career opportunities beyond the journeyman level and lack of clearly defined and documented career (Continued on page 2)

GASOLINE SHORTAGE -- IN THE AIR

"I'm in a jam," the lost pilot radioed the Medford, Ore. Combined Station/Tower. Just as controllers sighted the aircraft's landing lights after steering the pilot toward the airport, the pilot said his fuel gauge read "empty". After every available light on the airport was turned up, the pilot saw the runway but his engine quit. Controllers told him he looked OK for a dead stick landing, and the pilot just managed to reach the runway, rolling to a stop where he was met by a crash truck and fuel truck. Only the fuel truck was needed. (Continued on page 2)

FLIGHT QUOTAS EXTENDED AT BUSIEST AIRPORTS . . . FAA has extended indefinitely its rule establishing hourly flight quotas on instrument operations at five of the nation's busiest airports. The rule affects the three New York area airports (Kennedy, LaGuardia and Newark), Washington National and Chicago O'Hare. Originally implemented on June 1, 1969, for a six-month period, the rule now has been extended five times. The quotas prevent heavy traffic build-ups which used to cause frequent delays. Agency officials said extension of the rule for an indefinite time period will permit modifications of quotas based upon changing conditions rather than upon an arbitrary time period which only creates artificial deadlines for administrative action.

ANNUITY BUSINESS EXPLAINED . . . The Office of Personnel has been requested to clarify newspaper articles which indicate the possibility of a "bonus" annuity increase exceeding 10 percent for persons who retire during December. That just is not so, says APN. A new law, PL 93-136, (reported in the Oct. 29 INTERCOM) assures persons who retire on or after July 2, 1973, an annuity of at least as much as if the retiree has retired earlier and received the benefit of the last previous cost of living increase to annuitants. The last previous annuity increase of 6.1 percent was provided to Civil Service retirees who were on annuity rolls before July 1, 1973. Hence, PL 93-136 guarantees persons who retire now the better of 1) an annuity computed as of last June, plus the 6.1 percent increase of last July, OR 2) the earned annuity computed on the basis of their total creditable service, including the additional service since July 1973. For most people who retire in December, their additional service will result in the higher annuity. Those employees will not receive any of last July's 6.1 percent increase. On the other hand, there is a good chance that there will be a cost of living increase of at least 4.3 percent for persons on the annuity rolls before Jan. 1, 1974. The newswriters' stories inadvertently led some readers to the erroneous conclusion they would receive their earned annuity plus increases of 6.1 percent (July 1973) and 4.3 percent (Jan. 1974). As APN says, "No way"--unfortunately.

GOING FOR GAS (Continued from page 1) . . . During the month of October, 269 flight assists were reported--124 by flight service stations, 122 by towers and 23 by centers. There were a total of 376 people reported on board the aircraft involved. The primary causes for the assists included 169 lost pilots, 34 low on fuel, 47 involved in weather and 68 with some type of equipment malfunction. There were 110 pilots assisted by use of radar, 111 assisted with DF, 59 with VOR orientation and 44 by the use of geographical references. Reports indicate 23 student pilots involved, 24 gear-up landings averted, 22 night assists and 28 aircraft aided by other aircraft.

AF CAREER STUDY (Continued from page 1) . . . ladders. The directors of AF and PN said they wanted very much to have AF employees and managers come to the conference to look at the tentative findings and develop recommendations from their own points of view. The next step, based on the results of the conference, will be the writing of a draft AF Career Handbook which is expected to be issued early next year for coordination and comment.

BEACON AT THE END OF THE TUNNEL . . . FAA will convene a meeting of industry, military and government representatives Nov. 27 at Headquarters to continue problem-solving work on the Air Traffic Control Radar Beacon System (ATCRBS). Radar beacon signals are now heavily used in air traffic control to provide clear and identifiable radar targets of airborne aircraft, including data for alphanumeric displays in the ARTS III terminal and NAS Stage A enroute systems. The Beacon System Interference Problem Subgroup, organized in 1968, has been meeting regularly under FAA leadership to pinpoint and solve problems related to interference of beacon signals from a variety of causes. Defense Dept. representative Lt. Col. Alan N. Good, who has worked at FAA since Sept. 1971 on the beacon project, will receive a Certificate of Commendation from FAA at the November Subgroup meeting for his accomplishments in improving the beacon system and establishing effective management concepts which "contributed immeasurably to the efficiency and safety of American aviation."

ARTS NEARING FINISH LINE . . . The commissioning of the Sacramento and Los Angeles ARTS III systems last month brings to 60 the number of operating Automated Radar Terminal Systems in the agency. Only four more remain to be commissioned: Kansas City, Dallas-Fort Worth, Oakland-San Francisco and San Antonio. The scheduled commissioning date for the final systems, San Antonio and Oakland, is May 1974. Of the 60 systems now operating, three are in use for training, research and development and system support.

ROCKWELL DEMONSTRATES SABRELINER AT AERO CENTER . . . A Rockwell International Sabreliner 75 flew into the Aeronautical Center at Oklahoma City last Friday to give Center pilots, technicians, mechanics and brass a close look at one of the planes FAA will be using very soon for flight inspection. The Director and Deputy Director of the Aero Center as well as FAA Academy pilot instructors and Flight Inspection National Field Office pilots took rides in the aircraft, while the Aircraft Services Base technicians and mechanics examined the plane on the ground. FAA is buying fifteen of the light twin jet planes to speed the work of flight inspection of terminal navigation aids. Delivery of the first Sabreliner to the Aero Center is expected in January.

NEW AIRCRAFT CENSUS PUBLISHED . . . The total number of civil aircraft on FAA files has dropped by approximately 24,000 since FAA began requiring annual validation of all aircraft registrations in 1970. The latest "Census of U.S. Civil Aircraft," which covers both 1970 and 1971, shows a total of 166,785 civil aircraft in the United States at the end of 1971 of which 131,870 were listed as "active" aircraft. This compares with 190,749 total aircraft at the end of 1969 of which 133,814 were listed as "eligible" to fly. Prior to 1970, all registered aircraft were retained in FAA files until the owners requested that they be deregistered. Now, owners must verify registration each year or the registration certificate is revoked and the aircraft dropped from the official count.

CFC WANTS SHOT IN ARM--FROM YOU . . . FAA's Washington area Combined Federal Campaign is still short of its goal and needs more contributions to put it over the top. If you haven't already given, see the keyman in your office and sign up for a payroll deduction that will put your money where it's needed--in the hands of charitable organizations. You may select a particular organization from the listing or simply ask that CFC use your donation according to its priorities. Do it now--in time for Christmas.

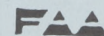
BALTIMORE FRIENDSHIP NOW BALTIMORE-WASHINGTON . . . If you didn't know, Friendship International Airport located between Washington and Baltimore, is now officially known as Baltimore-Washington International Airport. Maryland Secretary of Transportation Harry R. Hughes said the name change, which occurred last Friday, will help residents "feel a greater sense of identification with their airport...Also of major importance," he added, "is that the new name readily identifies the location of the airport--between two great cities--to travelers coming from points all over this nation and the world."

AIRSHIP BOOK AT THE BARBER'S . . . Considerable interest in a recent illustrated talk given at the Smithsonian Institution by Thom Hook, AIS-200, brought inquiries as to where his new soft cover book, "Shenandoah Saga" can be purchased. The closest outlet is Leonard's Barber Shop in FOB-10A. Get a haircut today and pick up the 224-page account of the "aerial adventure of the 20th Century" in time for Christmas gift giving.

PLAYING ON THE PONIES . . . Despite the gloom and doom of the times, an occasional spirit booster does appear now and then to prove that people care for people. A letter received recently in the Communications Division, ARD, gives deserved recognition to John Brennan, electronics engineer, for his volunteer work in organizing a donkey softball game (the players ride donkeys) again this past summer for the benefit of Children's Hospital. Brennan has served as chairman of the committee on arrangements for the game for the past four years, and in each of these years the event has been increasingly successful. This year it brought in a profit of almost \$4,300, all of which was presented to Children's Hospital.

AWARDS AND REWARDS . . . The former Office of Headquarters Ops presented a Quality-Within Grade Pay Increase to Frank M. Sharpnack. The Office of Accounting and Audit presented Quality-Within Grade Pay Increases to Samuel H. Lewis (based on outstanding performance) and Richard C. Clough; and Special Achievement Awards to Mildred M. Barry, Leon R. Blankenship, Irmgard K. Dahle, Charlotte M. Harrison, Ella V. James, Dorothy V. Reamy, Ralph E. Schetrom, Rufus Smith, James D. Wallace, Frederick N. Whiteside, and Ronald L. Wilson.

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HEADQUARTERS intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

73-48 Nov. 26, 1973

TARGET PUT AT 2.7%

ANNUITY INCREASE

Civil Service annuity increase of 5.5 percent will go to all retired Federal employees in January, as well as employees who retire before Jan. 1, 1974.. This annuity increase results from a rise in the Consumer Price Index of three percent or more (Continued on page 3)

PETE CAMPBELL GOING NORTHWEST

Winner of ten distinctive awards in the field of aviation safety, James "Pete" Campbell is leaving Headquarters to become the assistant chief of the Flight Standards Division in the Northwest Region. Campbell, who requested the field assignment, has been honored for his work by the Flight Safety Foundation, the National Association of Flight Instructors, American Institute of Aeronautics and Astronautics, National Pilots Assn. and AOPA, as well as by DOT and FAA.

7 POINT JET FUEL SAVING PLAN SET

A seven-point plan to reduce jet fuel consumption in the growing energy crisis was announced last week by FAA. The seven actions are all short-term measures which can be taken in the next 90 days for an estimated fuel saving upwards of 20,000 barrels a day (840,000 gallons). This amounts to 2.7 percent of daily jet fuel consumption in the U.S. The actions are: • revise gate hold procedures to reduce time spent with engines running before takeoff at the runway; • revise air traffic flow procedures; • encourage more use of optimum aircraft cruising speeds; • advise controllers to hold aircraft at high altitudes and assign optimum altitudes for more efficient fuel burning and to minimize circuitous routings; • taxiing aircraft with fewer engines running; • increased use of aircraft simulators for training and check flights; • encourage airport sponsors to speed construction of runway and taxiway improvements.

'DEAR PILOT'

"I am unalterably opposed to any action that would weaken general aviation through either excessive costs or unnecessary equipment requirements," Administrator Butterfield stressed in a letter sent to all pilots last week. He said that while he feels users of the national aviation system should pay their fair share of the costs, he is still totally committed to the principles of "reasonableness and gradualism." He added, "Without question, any changes to the structure of charges must be absorbed over a long period of time...and with minimum impact on those who must pay."

FEDS HAVE A BETTER IDEA . . . Better ideas and special achievements of Federal employees resulted in \$276.4 million in measurable benefits to the government last year, the Civil Service Commission has announced. The average cash award for adopted suggestions set an all-time high of \$87.74, while the average special achievement award was \$187. Among the more interesting and valuable suggestions and special achievements were: a manually operated food can crusher for Skylab astronauts, suggested by a National Aeronautics and Space Administration employee; investigations by a group of three Internal Revenue Service agents resulting in the successful prosecution of several tax evaders; and a program for rapid implementation of recent legislation for the GI Insurance Program affecting almost 3,000,000 people, devised by eight Veterans Administration employees.

FAA SPONSORS MEETINGS . . . A three-day International Microwave Landing System Symposium will be sponsored by FAA in Washington, November 30 and December 3 and 4. The symposium will serve as an open forum for the exchange of information between ICAO (International Civil Aviation Organization) and member nations sponsoring MLS programs as well as ICAO states having an interest in these efforts. Another three-day FAA-sponsored meeting, set for December 11, 12 and 13 in Washington, is the Ninth Annual International Aviation Maintenance Symposium. Planned around the theme "Managing for Airworthiness and Reliability," this symposium is expected to draw more than 1,000 people representing a cross-section of the worldwide aviation community.

"CLEAR OF CLOUDS" STILL LAW . . . The agency has withdrawn a notice of proposed rule making which would have increased the distance-from-cloud requirement for VFR (visual flight rule) operations in uncontrolled airspace 1,200 feet or less above the surface. Issued last January, the notice drew some 1,300 public comments. Nearly all of them were opposed to the FAA proposal to prohibit VFR flight in uncontrolled airspace 1,200 feet or less above the surface unless pilots remained a stated distance above, below or horizontally from clouds. Present rules permit VFR operations in this airspace if pilots remain clear of clouds.

HIJACKINGS ON THE DECLINE . . . This month marks one year since the last successful hijacking of a U.S. airliner. In the first eleven months of 1973 only two air security incidents occurred--an attempt on Jan. 2 in Baltimore which did not get off the ground, and a hijacking of a general aviation helicopter in Texas on July 11. Suspects in both cases were arrested. During the eleven months, 504 airports and 36 air carriers were monitored by the agency for strict security measures required by FAA rules. 100 percent passenger screening and carry-on bag searches ordered by the agency last Jan. 5 are the principal reasons for the hijacking halt. Agency officials are highly encouraged by the results of the tougher security measures, but caution against any relaxation of effort.



LIGHTPLANE STANDARDS OVERHAULED . . . Small airplanes will have to meet new airworthiness requirements for type certification under revised FAA rules that become effective on Dec. 20. The new rules contain almost 200 changes in airworthiness requirements affecting such areas as flight characteristics, structures, powerplants, design and construction, equipment and operating limitations. An extensive FAA study of world-wide experience with small airplanes certificated under the old rules, as well as improvements in aircraft technology and comments from the public, was considered in formulating the new regulations, which apply to airplanes 12,500 lbs. or less. The rules will also help eliminate significant differences between U.S. and foreign requirements that must be met for import-export approval of light planes.

ANNUITY INCREASE (Continued from page 1) . . . above a base month for three months in a row. The October rise of 4.5 percent was the third successive increase. Employees who retire after Dec. 31, 1973 will receive the higher of: (1) an annuity computed on their service up to Dec. 31, 1973, plus the 5.5 percent annuity increase; OR, (2) their earned annuity computed on their total creditable service up to the date of their actual retirement.

ICAO SEEKING APPLICANTS . . . The Technical Assistance Bureau (TAB) is anxious to receive applications from inter-country experts for world-wide vacancies. Assignments will be for an initial period of one year, but renewable thereafter. TAB requires the services of personnel in a variety of aviation fields including engineering, economics, flight operations, manpower, fire and rescue, airworthiness, communications, air traffic, meteorology, training, and teletypewriter maintenance. Salaries are equivalent to GS-11/15. The language requirements of inter-country experts are related to the languages used for communication in the countries of the various regions. Additional information about position requirements, salary and benefits is available at your manpower office. Send applications to AIA-29 for review and forwarding to ICAO. Applications are due in AIA-29 by December 20, 1973.

ALASKA PIPELINE GETS ADAP BOOST . . . A new airport to speed the building of the Trans-Alaskan pipeline is on the way. Included among recent Airport Development Aid Program (ADAP) grants was \$2.3 million to revamp the airport at Valdez, Alaska, which will be the southern terminus of the pipeline. The project will prepare Valdez Airport to handle the increase in air traffic associated with the pipeline project. The work involves construction of a new 5,000 by 100 foot hard-surface runway, three connecting taxiways and an apron as well as other items.

CALENDAR YEAR 1973 TO HAVE 27 PAY DAYS . . . The Treasury Department will date final 1973 salary checks December 31, 1973 instead of January 2, 1974 as earlier anticipated. This will have the following effect on employees paid by Washington Headquarters Payroll Branch: • Salary actually paid will exceed the prescribed annual salary rate for the grade and step of an individual, including those whose salary is limited to \$36,000, due to 27 pay days having occurred. • The total salary paid and taxes withheld for the 27 pay periods will be included on the employees' W-2, Wage and Tax Statements for 1973.

CAMPBELL OFF TO NORTHWEST (Continued from page 1) . . . A farewell party will be held for "Pete" on Dec. 7 at Bolling Air Force Base, Potomac Room at 11:30 a.m. For details call Willistine, 68186 or Avalon, 68235. Reservations must be made in room 301B before this Friday, Nov. 30.

TOASTMISTRESSES IN ACTION . . . Members of the Federal Aviation Toastmistress Club invite you to a lively debate at their meeting this Wednesday, on Nov. 28th, in Room 6AB, FOB-10A, 12 noon to 1 p.m. The proposition to be debated will be: "Resolved: That the process of impeachment be abolished." All are welcome.

COLLEGE OFFERS "PLUS" TO FAAers . . . Monday, December 3, is the first day of registration for the winter term at Southeastern University. A private, co-educational college awarding two and four-year degrees in Business Administration and Accounting, Southeastern offers a convenient location at Sixth and Eye Streets SW for evening classes. A special plus for FAA employees is the University's policy of giving credit toward a university degree for courses taken in FAA Academy training programs. Transfer credit for each applicant is considered on an individual basis. Tuition is \$43 per credit hour. Instruction for the winter term begins on Monday, January 7, 1974. Registration closes December 29. For further information call 488-8162.

AWARDS AND REWARDS . . . The Systems Research and Development Service granted Quality Within-Grade Pay Increases to Dean O. Vanwey, Frank S. Kady, and Edward Shaefer; Special Achievement Awards to Charles D. Innes, John Petrakis and Richard Marek. The Associate Administrator for Engineering and Development also granted a Special Achievement Award to Margaret Collins. The Office of International Aviation Affairs presented a Special Achievement Award based on an outstanding performance to Helen Nelson. 30 year service pins were presented to Dorothy Wells, John Maceda, John Matt, Glenn McMillan, Edward L. Jett, John H. Shaffer, George Wolfe and LeRoy Wood. The Airway Facilities Service presented Length of Service Pins to Raymond T. Farrelly, 35 years, and Percy H. Andros, John F. O'Rourke, Elbert L. Reynolds, Donald K. Willett, Steve Zaiko and Douglas G. Carlson, 30 years.

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HEADQUARTERS

intercom

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

73-49 Dec. 3, 1973

USE SEAT BELTS

In a recent speech Assistant Secretary of Transportation for Environment, Safety and Consumer Affairs, Benjamin O. Davis, Jr., had this to say about seat belts in automobiles: "When we can get strong State laws, coupled with the new interlock system mandated on 1974 cars, then we will be giving the driving public a new lease on life. Our experts say it is provable that a person wearing a lap-shoulder belt has a ten times better chance of survival in a bad crash. We believe in the belt and we mean to exert all of the influence we can on the states to take wise legislative action."

RESIDENT BRANDT

Dr. Berkeley Brandt, Jr., Assistant Regional Flight Surgeon in the Northwest region--Seattle ARTCC--is the new President-elect of the American Academy of Osteopathy.

BRINEGAR BRIEFS OWNERS, OPERATORS

AVIATION FUEL RESTRICTIONS SET

Fuel economy measures were outlined in a letter signed last week by Secretary of Transportation Claude S. Brinegar and sent to all general aviation aircraft owners and operators. Noting that air carriers have already significantly reduced fuel usage, the Secretary set forth the following guidelines for general aviation fuel cuts from 1973 usage rates: (1) high priority general aviation, such as industrial usage and air taxi service--20 percent reduction; (2) normal business flying, including corporate jets--40 percent fuel reduction; (3) pleasure and other personal flying and instruction flying--50 percent fuel reduction. The Secretary said these reductions will be for as short a period as possible, but are necessary steps to deal with the Nation's extremely serious fuel crisis.

FUEL-SAVING FLOW CONTROL

Controllers and supervisors from various regions and field facilities gathered in the ATC Systems Command Center in Washington last week to review fuel-saving flow control procedures designed to reduce arrival delays. They have been going through a full dress rehearsal on ways to reduce airborne holding by as much as 50 percent. This is done by managing traffic in such a way that delays are absorbed prior to departure. This means holding planes on the ground at the point of departure until the flight can be made without excessive airborne delays due to weather conditions or traffic backups at the terminal airport. In the past, cumulative arrival delays over a 12-month period have amounted to as much as 38,000 hours of flight time. According to Joseph R. Wilson, Chief (Continued on page 3)

FUEL CUTBACKS--FAA's ROLE . . . Commenting on fuel use curtailment, Acting Associate Administrator for Plans Frederick A. Meister said in a speech recently that there is only a given amount of fuel, and we must use what we have wisely. He went on to say, "the FAA has been directed to develop a fuel consumption monitoring procedure to keep score on how effectively the general aviation community is managing fuel reductions to their assigned priorities. The FAA will begin collecting fuel usage data beginning December 1, 1973 and will use it to determine compliance with established priority guidelines. Adherence to these guidelines will be appropriately considered in any future fuel allocation procedures."

FAA HELPS BUY FIRETRUCKS . . . The agency has helped airports buy more than 260 firefighting, crash and rescue vehicles since July 1972 when this equipment became eligible under the Airport Development Aid Program. Of the total "buys", 188 were approved in fiscal 1973 and 73 so far in fiscal 1974. Thanks to the Airport Development Acceleration Act, which was signed into law by President Nixon earlier this year, the agency now is able to fund up to 82 percent of the total cost of these vehicles.

INDIVIDUAL PARTS . . . As a convenience to users, the agency now plans to publish the Federal Aviation Regulations in individual parts, rather than in volumes. In announcing the new system, Administrator Butterfield said the FAA action was based on widespread user dissatisfaction with the current system of selling the regulations only in volumes. This has imposed an additional expense on users who have to buy an entire volume of regulations when they only wanted one or two parts, he said.

IMPROPER "PROPPING" IS DANGEROUS . . . Fatal or serious accidents caused by hand rotation of the propeller to start an aircraft engine are on the rise according to the National Transportation Safety Board. Statistics released by the Board show one such accident in 1968 with increases to eight in 1972. Noting poor judgement and inattention to safe procedures, the Board recommended that FAA disseminate within the general aviation community information on the dangers of "propping" airplanes and guidance on how to avoid such accidents...The Board recently released the first of several volumes containing civil aircraft accident reports for 1973. This first volume, identified as "Issue No. 1" contains a computer-printed synopsis of the pertinent facts and probable causes of 899 accidents.

HEADQUARTERS BUILDING TENTH ANNIVERSARY . . . FAA Washington Headquarters is marking its 10th anniversary at 800 Independence Avenue SW. The agency moved into the gleaming new white marble and glass structure over a period of weeks during November-December 1963. Before that, the Headquarters staff was scattered at nine different locations in Washington and nearby Virginia. Many of those buildings now are mercifully gone including the old Emergency Hospital Building near the White House, which housed the top FAA executives, and the infamous temporary buildings on the Mall-T-3, T-4 and T-5.

SAVE ENERGY AND POWER . . . A Southern Region FAA man has come up with an idea for saving energy that also will save you money. Instead of running the household hot water heater all day, just turn it on when needed. This could be done manually or automatically (with a \$12 timer) during the morning and evening hours, and could save between 10 and 15 percent of the total power consumed in your household.

NEW GROUND TRANSPORTATION FOR FAA AIRPORTS . . . The agency has awarded an interim, six-month contract to the Hudson General Corp., Great Neck, N. Y., for ground transportation services at Washington National and Dulles International Airports. The contract calls for the establishment of a new "open cab" policy at Washington National in a move to improve taxi service to passengers arriving at the airport from out-of-town. The company also will provide limousine service at both airports, motor coach service to and from Dulles and between the two airports, and taxi service at Dulles. Effective date of the contract is January 1, 1974. Under the "open cab" system, all taxi operators in the area will have the right to serve National Airport. However, each taxi leaving the airport with one or more passengers will be charged a 50 cent fee to cover "open cab" system costs such as hiring of dispatchers.

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

FUEL=SAVING FLOW CONTROL PROCEDURES (Continued from page 1) . . . of the ATC Systems Command Center, these delays can be minimized by strict application of flow control procedures to match airport capacity under varying airport and weather conditions. The following supervisors and controllers took part in the simulated exercises: Don Soderholm, Memphis Center; Mike Ciancanelli, Great Lakes Region; Tom Rauner, Chicago O'Hare; Don Schurch, Cleveland Center; Curley Schneider, Chicago Center; Maurice Hasecuster, Indianapolis Center; George DeFeo, New York Center; John Richardson, Washington Center; Curt Clower, Atlanta Center; Guy Jones, Atlanta Tower; Hal Brown, Kansas City Center; Dave Lee, SW Region; Byron Zirkle and Jack Glaze both from Fort Worth Center.

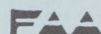
UPWARD MOBILITY . . . Persons with limited promotional opportunities who are willing to work hard have an excellent opportunity for career development in the challenging field of air traffic control. The ATC Act of 1972 provides a maximum age limit of 30 at the time of appointment for all candidates considered for tower and center positions. The Personnel Operations Division, APN-100, will be offering orientation sessions for the ATC examination for career and career-conditional employees this Wednesday, Dec. 5, from 9 a.m. to 12 noon in FOB-10A, conference rooms 9ABC; and this Thursday, Dec. 6, from 9 a.m. to 12 noon in FOB-10A conference rooms 7AB. The examination is this Friday, Dec. 7, from 9 a.m. to 1 p.m. in FOB-10A conference rooms 9ABC. Entry into the program is at the GS-4, 5 or 7 level. To apply, call Abraham Coney, Equal Employment Opportunity Program Manager, x63370.

HUMAN RIGHTS DAY OBSERVED . . . The United Nations Association of Washington will mark Human Rights Day Dec. 10 with a luncheon in the Ballroom of the Mayflower Hotel at 12 noon. Celebrating the 25th anniversary of the adoption and proclamation of the UN Universal Declaration of Human Rights, the affair will honor U.S. Representative on the UN Human Rights Commission, Philip E. Hoffman, and Congressman Donald M. Fraser, a House sub-committee chairman concerned with human rights. The cost is \$7.25. For reservation information, call S. Degan on 337-5551.

COLLEGE COURSES NEXT DOOR . . . College courses leading to Masters degrees in economics, human relations, public administration and business administration will be offered by the University of Oklahoma, Washington, D.C. campus, during the spring term which runs from Jan. 1 to April 30. Courses are given in the Forrestal Building next door, meeting from 9 a.m. to 4 p.m. each day for five days ending with a two hour exam. Eligible students may receive VA education benefits, and tuition assistance may be available to qualified employees under the Government Employee Training Act of 1958. For more information, call 223-9147

AWARDS AND REWARDS . . . The Airports Service presented Quality Within-Grade Pay Increases based on outstanding performance to Gloria Siebert, Joan Schroeder and Lowell Johnson and Quality Within-Grade Increases to June Anderson and Larry S. Crabill; and Special Achievement Awards based on outstanding performance to Betty Hartman and Gwen Law; and Special Achievement Awards to Merritt O. Chance, Earl Keegan, Harry Hink, John White, Martin Bevilacqua and Patricia Benedict.

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

73-50 Dec. 10, 1973

TESTIMONY ON AIRPORT LAW OFFICERS

Complete phaseout of Customs Security Officers providing Federal law enforcement at airports is scheduled for June 30, 1974, said William Flener, Acting Associate Administrator for Operations, in recent testimony before Congress.

Flener noted that the number of CSOs has been cut in the past six months from 333 at eight airports to 236 at five airports.

Replacing the CSOs at airline boarding gates are local law enforcement officers.

FS ENGINEERS CITED

For outstanding contributions to aviation safety, two Flight Standards Service engineers were recently honored by the Radio Technical Commission for Aeronautics.

Receiving citations were Henry W. Anderson for his work in communications and navigation, and Duncan S. Salmond for work on homing and alerting equipment for use with emergency locator transmitters.

TWO-WEEK CONFERENCE ENDS

NEW MERIT PROMOTION PLAN SEEN

New directions for the agency's Merit Promotion Program were charted over the last two weeks in a conference of field and Headquarters people in Washington. The Working Advisory Group, composed of some 34 people representing various job types, grade levels and all FAA employing jurisdictions, pinpointed problems based on previous research and developed recommendations to top management for solutions. The meeting was another step in the Office of Personnel's on-going study of MPP. Among the group's discussions and recommendations were: concern that employees get adequate information on application procedures as well as feedback on their job bids; need for standardization of application procedures; continued use of job announcements, but more timely distribution; need for better supervisor and employee understanding of the system; and fair methods for evaluating employee qualifications, including standard practice on the use of screening panels. Headquarters and field technical specialists will meet in January to work out methods to implement the recommendations, and the revised MPP system is expected to be in operation by Sept. 1974, complete with a new agency order.

FIRST-COME, FIRST-SERVED AT AIRPORTS

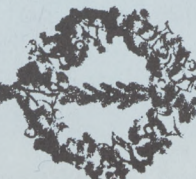
Referring to FAA's efforts in aviation fuel conservation, Administrator Butterfield said last week that a priority landing system favoring certain kinds of flights over others "does not appear warranted at this time...The first-come, first-served policy will remain in effect." He explained that a
(Continued on page 3)

FUEL INFO PHONES . . . A telephone "hotline" has been set up in the Interior Department to help operators of aircraft and small airports follow a mandatory jet fuel allocation program established on Nov. 1. Phones are being manned by FAA employees for general aviation inquiries and cases and by CAB employees for airline cases. These aviation specialists, about six in all, are on temporary detail for the job. Besides providing information to callers on jet fuel allocations and the location of supplies, the specialists are resolving allocation cases sent to Washington through official channels. Among those on the staff are FAA employees Alvin Futrell of the Quiet Short Haul Air Transportation System Office and James Pope of the Office of General Aviation.

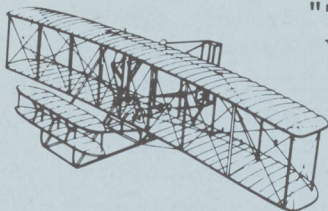
TV WEATHER SHOW GOES CROSS=COUNTRY . . . "Aviation Weather," a television program begun last year with the assistance of FAA Accident Prevention Program officials, will be extended nationwide on Jan. 4. At least 60 non-commercial TV stations will broadcast the program each Friday evening for the benefit of weekend flyers. Produced by the Maryland Center for Public Broadcasting with the cooperation of the FAA, National Weather Service and Aircraft Owners and Pilots Association, the program originally covered only the Eastern states. The format features a 15-minute overview of weather conditions for the next 12 to 24 hours and 15 minutes of aviation safety information. Pilots are, of course, urged to get the latest detailed weather for their area before flying. Jan Allsman of the Washington FSS does the weather briefings, and George Merriken, also Washington FSS, will be available as a substitute briefer when the show goes nationwide.

AIR TRAFFIC CONTROL GETS COLORFUL . . . Experiments with color radar scopes are going forward in the Human Engineering Branch at NAFEC. Apparatus for oceanic air traffic control, first tested in the Oakland Center, was delivered to NAFEC recently and is being hooked up to a color radar scope similar to the black and white scopes used in enroute centers. The system should be ready for tests of different color codes by next April. Alphanumeric data tags, airways and other information will be generated in different colors on the scope to see if colors eliminate "smearing" of alphanumeric information and help controllers distinguish various kinds of information more readily. An FAA engineering psychologist will be on hand to help evaluate the tests.

A CHRISTMAS SAFETY MESSAGE . . . Here's some advice about safety and Christmas trees, courtesy of the National Fire Protection Association. Put the tree in a base containing water and cut off at least one inch of the trunk to help water absorption. Check water level daily. A juicy tree doesn't catch fire easily. Keep the tree away from radiators, fireplace, etc. When buying an artificial tree check for fire-retardant label. Don't hang electric lighting on a metallic tree because of the potential shock hazard. When going out or to bed, unplug holiday lighting.



WRIGHT NIECE ON TV FOR 70TH ANNIVERSARY OF FLIGHT . . . The niece of the Wright Brothers will be a guest on the NBC-TV "Today" show next Monday, Dec. 17, the 70th anniversary of the world's first powered airplane flight by the Wrights. 76-year-old Mrs. Harold Miller (maiden name, Ivonette Wright) who lives in the Wrights' hometown of Dayton, Ohio will appear in a filmed interview in which she recalls vivid memories of Orville and Wilbur Wright. At age 15 she was one of the first women to fly when Orville took her on a short flight. Also appearing on the program will be a top FAA spokesman and rare films of the Wrights flying in France and at Fort Myer in Arlington, Va. in 1908.



TOP QUALITY . . . A new order standardizing FAA's Quality Assurance Program for hardware bought by the agency was approved last month. The order (4453.1) spells out in detail procedures to be followed by the agency's 90 Quality Reliability Officers, who are located in manufacturing plants across the country. Their job is to assure that all materials, equipment and systems bought by FAA meet all contract specifications and quality standards called for by the contracts. Such equipment ranges from vacuum tubes to ARTS III systems to ambulances. Detailed in the order are standardized procedures for understanding contracts, evaluation of a manufacturer's quality control plan, inspection and acceptance, and corrective action.

EMERGENCY LOCATORS DO THE JOB . . . As the Dec. 30 deadline approaches for almost all civil aircraft to carry an emergency locator transmitter (ELT), two recent reports of the ELT's usefulness have arrived from the field. A single-engine plane forced down in California was located 12 minutes after the pilot first sent a distress call which was heard by the Long Beach tower. The tower asked the El Toro Marine Corps Air Station to send out a search and rescue helicopter, which found the plane and its uninjured occupants by homing in on signals from the plane's ELT which was activated by the pilot. In a less happy incident another search team quickly found a crash site with two fatalities in a rugged section of Utah. The plane's ELT had triggered automatically on impact. Procedures for responding to and locating ELTs and for reporting accidentally triggered ELTs are outlined in FAA Order 6050.29, dated Nov. 19, 1973. ELTs are required by a Federal law.

FIRST-COME, FIRST-SERVED AT AIRPORTS (Continued from page 1) . . . priority system would not assure fuel savings and could create additional problems for the air traffic system. He added that FAA and the airline industry are working on improved traffic flow procedures designed to reduce airborne holding delays. The procedures, he said, will be tested at Chicago's O'Hare Airport in January. "The very complex issues of energy conservation," Butterfield noted, "must be attended to with wisdom. This is especially true of the aviation community."

CHANGES IN ELEVATOR SERVICE . . . Starting Dec. 10 the two elevators that operate between the upper floors and the garage in the FAA building will be taken out of service at 6 p.m. on weekdays and remain off until 7:30 a.m. the next day. They also will be off all hours on the weekends and holidays. Identification cards will be checked at the lobby level. Under this new arrangement, personnel entering or leaving the building via the garage will use the escalator. Where necessary, special provisions will be made for physically disabled persons entering or leaving the garage area during this period.

FAA CLINIC CHIEF ELECTED TO COMMUNITY POST . . . Honored many times by civic and professional societies, FAA Medical Clinic Chief Dr. Maria DeLuciano was recently honored again when she was elected president of the Northern Virginia Academy of Family Physicians and to the Council of Federal Medical Directors for Occupational Health. During her remarkable career she has been personal physician to the Vice President of the Philippines (1940-41), her birthplace, founder of Iloilo City Colleges (Philippines) and senior physician at a Veterans Administration hospital in Illinois. During WW II she was captured by the Japanese, escaped and served with and organized guerilla forces.

POOLING OUR RESOURCES . . . If you haven't considered joining a carpool to get to work, now is a good time to do it. It will save the country's fuel and your money. The average cost of driving ten miles alone to a large urban area is \$2.64 per trip. The average cost per person when two people ride in a car for such a trip is \$1.32; for three occupants, \$0.88 per person; for four, \$0.66. An additional incentive in the Washington area is the opening Dec. 10 of the speedy bus lane on Shirley Highway (I-95) between Springfield, Va. and Washington Boulevard to cars with at least four occupants. Furthermore, the DOT shuttle bus provides frequent trips in each direction between the Buzzard Point building and FOB-10A if your carpool should stop at a DOT building other than where you work. To join a carpool, fill out a card available in the parking garage at any of the DOT buildings. It's a patriotic and thrifty thing to do.

MAGIC AT CHRISTMASTIME . . . Can you pull a rabbit out of a hat? Or make a dollar bill disappear? In short, are you an amateur magician, or do you know one? If so, the Flight Standards Service would like your services for their fourth annual children's Christmas party, Wednesday, Dec. 19, 2:30 p.m. in the FAA cafeteria. The party is for 20 disadvantaged Washington children aged six to ten and will include Santa Claus, refreshments, music and Christmas gifts of brand-new toys and warm clothing. If you're a magician with the Christmas spirit, call Frank Kelley on x68192.

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

73-51

Dec. 17, 1973

SEASON'S GREETINGS



*** NOEL ***

On the occasion of this holiday season I want to both thank, and commend you, for your help during the past year. We have had a good year and we have accomplished much. I am hopeful 1974 will show even more progress. While lights may be dimmed and thermostats lowered, I hope that your homes will be warm with the spirit of the season, and that the traditional joys of Christmas-time will brighten your holidays and overflow every heart. My family joins me in wishing for you and your families rich blessings and good times -- during Christmas and throughout the new year.

Claude S. Brinegar
CLAUDE S. BRINEGAR
Secretary of Transportation

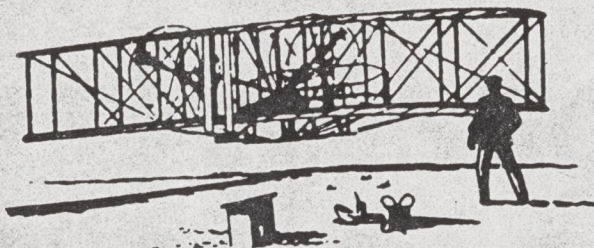
In December 1903, the Wright Brothers sent a telegram from Kitty Hawk, North Carolina, to their father in Ohio. The message read: "Success four flights Thursday morning ... home Christmas." What good tidings! And what a memorable occasion it was as they heralded the coming era of powered flight. This year, as we mark the 70th anniversary of their achievement, I extend to everyone in the FAA my best wishes for a happy holiday season and a rewarding New Year.

Alexander P. Butterfield
ALEXANDER P. BUTTERFIELD
Administrator

FIRST FLIGHT!

DEC. 17, 1903

"It is possible to fly without motors, but not without knowledge and skill." This comment by Wilbur Wright was characteristic of the Wright Brothers' practical, hard-headed approach to the mystery of flight. They sought to unlock the mystery by using their intellect, not by making dangerous or ill-prepared experiments. Said Wilbur: "...Man, by reason of his greater intellect, can more reasonably hope to equal birds in knowledge than to equal nature in the perfection of his machinery." At day's end on Thursday, Dec. 17, 1903, Orville, who made the first flight, wrote in his diary: "On slipping the rope the machine started off increasing in speed to probably 7 or 8 miles. The machine lifted from the track just as it was entering on the fourth rail. Mr. Daniels took a picture....."



AVIATION SAFETY OFFICE CREATED

A major reorganization of FAA keyed to the establishment of a new Office of Aviation Safety was announced last week by Administrator Butterfield. Oscar Bakke, presently Assistant Administrator for the Europe, Africa and Middle East Region, has been nominated as Associate Administrator for Aviation Safety, subject to Civil Service Commission approval. The new office will be responsible for aviation safety procedures, aircraft airworthiness, airmen training and certification (including medical certification), airport safety, anti-hijacking activities, flight inspection of navigation aids and safety rulemaking. Key elements of the new safety office will be the Flight Standards Service, the Aviation Medical Service and the Air Transportation Security Service. Airport safety functions will be drawn from the Airports Service. FAA's internal security program will continue under the Associate Administrator for Administration as the Office of Investigations and Security. A second major change involves the Associate Administrator for Plans, which is to be retitled the Associate Administrator for Policy Development and Review, gaining the airport Planning Grant Program, policy and planning for the Airport Development Aid Program and planning functions of the Quiet Short Haul Air Transportation System Office (QSATS). QSATS hardware functions go to the Systems Research and Development Service. . . . Oscar Bakke is a veteran of 27 years with FAA and the Civil Aeronautics Board. He has held his current post since 1971. After serving with CAB for 14 years, he joined the agency in 1960 as Director of the Flight Standards Service. In 1961 he was named Director of the Eastern Region, remaining there until 1967 when he returned to Washington to take the newly created post of Associate Administrator for Plans.

TO RETIRE OR NOT TO RETIRE . . . Employees will recall that a new law provides that retiring employees will have their annuities computed two ways and will receive the higher amount. Because of the law, some employees will gain financially from the July 1973 annuity increase by retiring before Jan. 1, 1974, when the next annuity increase becomes effective. Each eligible employee should have his annuity computed both ways to help him decide whether it will be advantageous to retire before Jan. 1. Manpower Divisions will make the computations for employees who indicate a serious interest in retiring. Applicants for disability retirement who are currently on leave and who would benefit by retiring before Jan. 1 should request to be put on leave without pay status beginning no later than the last hour of Dec. 28, 1973. This is necessary because an employee in a paid leave status through the end of the last work day immediately preceding a holiday--Jan. 1 in this case--must be paid for the holiday. If the employee is paid for Jan. -1, whether on leave or on the job, he forfeits any benefits he might get under the July 1973 annuity increase. Of course, employees eligible for optional retirement who want to be separated effective Dec. 31 do not need to enter leave without pay status to avoid pay for the Jan. 1 holiday.

HAPPY HOLIDAYS . . . By executive order, Dec. 24 and Dec. 31 will be treated as holidays for pay and leave purposes for Federal employees. According to the order, all employees shall be excused from duty on these dates, except those who cannot be excused for reasons of national security or other public reasons.

SUNDAY SALES BAN ASKED FOR AVIATION FUEL . . . A voluntary ban on Sunday sales of aviation gasoline and jet fuel to other than high priority general aviation users was requested last week by FAA. The ban will not apply to air carriers. In an open letter to general aviation fuel vendors and users, Administrator Butterfield requested a ban on fuel sales from 9 p.m. Saturdays to 12:01 a.m. Mondays to all general aviation users except air commuter and air taxi operators. Fuel sales for emergencies also would be exempted. Butterfield made the request as part of the national effort to reduce fuel consumption.

PILOT GROUP HONORS FS OFFICIALS . . . For outstanding contributions to aviation safety, Joseph A. Ferrarese, Chief of the Flight Standards Service's Flight Operations Division, and James W. "Pete" Campbell, Chief of the Accident Prevention Program, have been honored by the National Pilots Association. Each was presented a Distinguished Achievement Citation by Acting Deputy Administrator James Dow, assisted in the ceremony by NPA Executive Director William H. Ottley.

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization (ICAO). MONTREAL - 3 years: PC-40/73 Assistant Implementation Officer, P-3 (GS-11/13), Projects and Implementation Section, the Americas, Project Operations, Technical Assistance Bureau. Applications are due in AIA-29 by Dec. 28. Additional information is available at your manpower office.

MORE NEWS ON CARPOOLS . . . The annual clearing out of cards from the carpool locator in the FOB-10A garage will occur Jan. 2. If you wish to be retained in the system, join a carpool, have a vacancy in your carpool or want to form a new carpool, re-submit your card after Jan. 2 and follow the instructions on the left panel of the display.

AND RIDING ON TWO WHEELS . . . Riding nine miles to work from Maryland on a new motorcycle, Bob Endres of Airports Service spends \$.78 a week for-gas instead of the \$8 it used to cost when he drove his car. "I was hesitant about riding a cycle," he said, "because I had never even sat on one in my life. But it's turned into a delightful and convenient ride. And I'm really awake when I get to work." Parking fees in the garage are less, too.

HELPING OUT . . . Adult sponsors who will work with adolescent girls on a one-to-one basis are being recruited by the D. C. Commission on the Status of Women. Project Women is designed to motivate young girls to stay in school, plan a career and explore vocational and professional training. If you would like to be a sponsor for a Project Women student, call Carole Williams or Regina Bellamy on 629-6867 or 387-0606.

SECURITY NOTES . . . Here's some reminders on office security from the Office of Investigations and Security, OST:

- * Each evening secure all easily concealed items of government property, particularly electronic hand calculators.
- * Keep your purse-or wallet with you or locked up at all times.
- ~ Do not leave it unattended even for a brief period.
- * Do not leave money or other valuables in your office overnight.
- * If you bring your shopping items to the office, give them the same protection you afford-your other personal property.
- * Remove wallets, keys and any valuable items from coats on clothing racks.
- * Make sure coat racks are well within controlled office areas, not close to the exterior doors or-in open hallways.
- * Require all unknown persons who appear in your office to identify themselves.
- * If you have items which you wish to leave in your parked car, lock them in the trunk.
- * Don't leave your small parking identification card in your car.
- * If you observe any suspicious persons or activities in any of the DOT parking areas, immediately notify the parking attendant.

LIGHTS OUT . . . The General Services Administration says electric lights on office Christmas decorations is a no-no because of the energy shortage. Also, check FAA Order 1780.1 for authorized decorations in the FAA building.

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HEADQUARTERS intercom

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

73-52 Dec. 26, 1973

ENERGY ALLOCATION PLAN IS ALSO SET

AGENCY AIRCRAFT CUT FUEL USE

FAA is acting to reduce its use of aviation gasoline and jet fuel through a plan that will affect the 93 aircraft owned or operated by the agency. The fuel conservation plan for agency aircraft will assign priorities to various aircraft uses with flight inspection of navigation aids to be least affected. Training courses and proficiency flying for FAA pilots will either be suspended, cancelled or reduced while more use will be made of simulators. (Continued on page 2)

LEAVE IT TO CONGRESS

The "use or lose" principle for Federal employees' annual leave has been modified by a new law. In the past, employees were generally not allowed to carry over more than 30 days (earned in the U.S.) or 45 days (earned overseas) of annual leave into a new leave year. Nor could they be paid in cash at retirement for earned leave over the limit. Now, under certain circumstances, additional leave over those limits can be carried into a new year. It will be held in a separate leave account and must be used within two years. Employees also may cash in this leave if they retire during that period. This additional leave will be creditable if it is determined that administrative error caused loss of leave or if leave was planned and scheduled earlier but could not be taken because of public necessity or employee sickness. However, employees should not simply decide not to use leave in order to accumulate it. Leave in excess of the limitation can only be restored to the separate leave account (Continued on page 2)

FAA GOALS

"In ten years there will be twice as many pilots, twice as many planes," said Administrator Butterfield last week in a speech prepared for the graduating class of Embrey Riddle Aeronautical University in Florida. FAA, he said, has set for itself the goals of reducing: aircraft accidents, the rate of injuries in aircraft, the threat of hijackings, system-induced delays in the movement of aircraft, and the impact on the general taxpayer of the cost of the air transportation system.

LIFE-SAVER

AVAILABLE NOW

"I know of no other single act in the field of safety that so quickly could save many lives." Secretary Vinograd said it, and he is talking about wearing seat belts in autos. He said that lap belts are available in about nine out of ten cars but are being worn about a quarter of the time. Before long, it may be illegal not to wear seat belts. The best way to wear them is to buckle up—they save

LENDING AN EAR . . . Two "Listening Sessions" have been held in Washington between top FAA management and aviation groups as part of Administrator Butterfield's continuing program to exchange views with the aviation industry. The meetings were very informal and were designed to allow FAA managers to listen to the comments and suggestions of the user groups. The first session was held last month with general aviation trade organizations which expressed their views on topics such as fuel allocation, the ATC system, FAA regulations and the DOT Cost Allocation Study. Early this month another session was held with airline flight crew members, including pilots, co-pilots and flight engineers. They discussed the use of aircraft simulators for flight training, noise abatement flight procedures and periodic check flights required by FAA. The agency plans to hold six to eight more meetings with specific groups in the next two to three months.

BE WARM...BUT BE CAREFUL! . . . Reports in the press warning of hazards caused by storage of gasoline in homes and autos should be heeded. Particularly dangerous is storage of gas in a metal can placed in an automobile trunk. A disastrous fire can result from a rear-end collision even when a small amount of gas, such as a five-gallon can, is left in the trunk. Tragic fires have also resulted in homes where gasoline was kept. During the winter months, everyone should also be doubly careful about using unfamiliar home heating or cooking methods. Proper ventilation and fire protection are absolutely essential.

FAA ACTS TO CUT ITS FUEL USE (Continued from page 1) . . . Field units using agency aircraft have been ordered to make the most efficient use of planes by obtaining assurance of immediate takeoff, taxiing with fewer engines and cruising at optimum altitude and speed. Aircraft maintenance will be done with minimum ground tests of engines and planes will be towed instead of taxied when practical. In another fuel action, the Federal Energy Office's mandatory fuel allocation program for general aviation will go into effect Dec. 27. It will result in a 10 percent reduction from 1972 use for fuel available for air taxi, industrial and agricultural operators; 20 percent reduction for business and corporate aviation; and 30 percent reduction for personal, pleasure and instructional flying.

LEAVE IT TO CONGRESS (Continued from page 1) . . . if the reasons mentioned above for not using it are well documented. The law also means that an employee can be paid at retirement for legally accumulated leave plus leave earned in the year of retirement, even if the total exceeds the 30 or 45 day limit. Another provision of the law allows an employee to take annual leave during the first 90 days on the job if the job appointment is for 90 days or longer.

H A P P Y N E W Y E A R !

EXECUTIVE DEVELOPMENT PROGRAM . . . The third annual invitation to apply for FAA's Executive Development Program was issued this month. The announcement is addressed to all GS-14s and GS-15s in the Department of Transportation. Designed to groom candidates for top FAA jobs such as region director, associate administrator, office director and deputies, this program is gaining wide acceptance in the Department and throughout the Federal government and is helping to establish DOT as a leader in executive development. The program requires a high degree of commitment on the part of the individual and his or her family, but it is also one of the best opportunities available to employees within the Department. Eligible employees are urged to look at the announcement and consider application. The closing date for the announcement is February 4, 1974. Servicing Manpower offices have more information on the program.

AIRPORT SEARCHES TURN UP BOOTY . . . Anti-hijacking airport security measures in the first ten months of 1973 resulted in 2,875 passengers denied boarding and 2,620 arrested, according to an FAA report. The denials and arrests stemmed from pre-boarding screening of passengers and searches of their carry-on bags. The most common offenses were carrying weapons or explosives and violations of immigration and naturalization laws. There was a smaller number of violations for interfering with flight crews and flight attendants. No one was charged with air piracy. 1,720 guns and 18,480 knives were detected. The first "nunchaku," a karate weapon consisting of two pieces of wood joined by a cord, was also found during pre-boarding screening. This weapon has been popularized recently in motion pictures and has been declared illegal in several jurisdictions.

REPORT ON AVIATION MECHANICS COMING . . . FAA officials met recently with two committees studying the aviation mechanic occupation and mechanic textbooks to provide guidance before a contractor submits a final report to the agency in January. The University of California, with the collaboration of industry groups represented in the committees, has been surveying the training, skills and knowledge of aviation mechanics since last June under an FAA contract. The goal of the study is to determine what skills mechanics need in light of changes in aviation technology and whether their training does an adequate job of teaching such skills. After the contractor's report is submitted, FAA will consider whether new rules or guidance should be issued for aviation maintenance technician schools.

SALARY LIMITATION . . . Due to the four holidays in the pay period which began Dec. 23, the aggregate salary limitation for GS employees may apply to certain employees not ordinarily affected by the limitation. In addition to Christmas and New Year's Day, Dec. 24 and 31 have been declared holidays by a recent Executive Order. If certain employees work on all four of these holidays, their computed regular and premium pay may exceed the limitation, which is equal to the top step of GS-15 (\$1384.80 per pay period). A GS employee cannot be paid more than that amount for any one pay period, regardless of the number of hours worked in a pay period.

NEW PERSONNEL OFFICIALS . . . Joan C. Durham is the new Chief of the Equal Employment Opportunity Staff in the Office of Personnel. She succeeds Alexander Faison who assumed the post of Assistant Chief of the Manpower Division in the Southern Region. Ms. Durham was previously an equal opportunity specialist in OST after serving with the Department of Health, Education and Welfare. She also has served as a Social Services caseworker in New York City and as a regional personnel officer with the Civil Service Commission. Taking another key post in the Office of Personnel is James Antonellis, who succeeds retiring Audrey Peterson as Chief, Employment Branch, Personnel Operations Division. The branch handles all hiring, promotions and separations for Headquarters employees. A nine-year FAA veteran, Antonellis was formerly Chief, Training and Career Development Branch. He also has served with the Army Engineer School and the Internal Revenue Service.

PROJECT WOMEN . . . The correct phone numbers for Project Women, a program of adult assistance on a one-to-one basis for adolescent girls, are: 629-6869 or 387-0604. Ask for either Carole Williams or Regina Bellamy, who can give more information on the program (see last week's INTERCOM).

AWARDS AND REWARDS . . . The Logistics Service presented Special Achievement Awards to Krystyna Chobot, Eva Sherbert, Pasquale Vacchio; and Quality Within Grade Pay Increases to Pauline W. Lynd (based on an outstanding performance), Anna Mae Bowers, Ellen M. McRoy, and Roy W. Caudill.

CLOSING OF EXECUTIVE DINING ROOM . . . Since many people will be taking leave over the Christmas holidays, the Executive Dining Room will be closed from Dec. 24 through Jan. 1.



Metro construction workers get into the spirit of the season by "planting" and decorating a Christmas tree on top of their trailer in back of the FAA building.

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