



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Western Intercom

# RETIRING

AFTER MORE  
THAN 35 YEARS OF SERVICE

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**JOHN D. MATTSON**  
DIRECTOR

## Cover Story

Dear Fellow Western Region Employees:

As most of you know, I am retiring June 26 after 37 years Federal Service and one year as Director, Western Region.

I leave at this time with mixed feelings. Some personal sense of relief that my time has come and that my physical well being will permit me to enjoy my retirement years with my family. A sense of pride in the contribution that I have made over the years to the CAA and the FAA. Disappointment that we will not have the opportunity to complete what we have started this past year within the Region; and, perhaps most importantly, regret that I shall not participate in the exciting challenges which lie ahead for the Region and the Agency.

Once again, each of you must demonstrate for the new Western-Pacific Region, as you have demonstrated to me this past year, that you are deserving of the recognition and esteem that you hold as the finest workforce in the Agency. I know that you shall do so.

I want to thank you for the support and understanding you have given me this past year and offer to each of you my very best wishes for the future.

Sincerely,



Director, Western Region

## Mattson Retires: Has More Than 37 Years Federal Service, 35 in FAA

Director John D. Mattson joined the FAA/CAA in 1946 after serving in the U.S. Navy for three years. His first agency assignment was in Alaska where he started as a communications specialist and worked up to the position of Deputy Chief of the Operations Branch in the Alaskan Regional Office. In 1958, Mattson moved to Washington, D.C. where he held progressively higher positions in the Air Traffic Service during his nine-year period in FAA Headquarters.

Then, from 1967 to 1978, he served in the agency's Southwest Region in Fort Worth, Texas. He was Chief of the Air Traffic Plans and Programs Branch, and later served as the Assistant Chief of the Air Traffic Division. And in 1978, Mattson went to the New England Region in Burlington, Massachusetts as Chief of the Air Traffic Division, the position he vacated to become Director of the Western Region on June 15, 1981.

## FAA-PATCO Reach Tentative Accord

Following three days of almost around-the-clock negotiations in Washington, D.C., FAA and PATCO reached a tentative contract settlement on June 22. Included in the agreement are four legislative proposals which the Administration will send to the Congress and which would apply to non-bargaining unit employees as well as controllers. The first would establish a "responsibility differential" whereby controllers and non-bargaining unit employees would be paid time and a half for the final four hours of their 40-hour workweek. This means they would work 40 hours and be paid for 42. The second proposal would increase the night differential from the present 10 percent to 15 percent. The third would remove the current limit on premium pay. And the final one would provide a retraining allowance for full performance level controllers who are disqualified on medical grounds after five consecutive years of ATC work and who are not eligible for optional retirement or the Office of Workers Compensation Program (OWCP).

The agency estimates the total package would cost the government \$39.3 million a year, which is within the \$40 million offer the agency made to PATCO a couple of weeks ago.

The increase pay provided by the legislative package, plus the 4.8 percent pay raise the Administration already has sent to the Congress for all Federal employees, would have the effect of raising controllers' salaries by an average of \$4,000 per year. That represents an overall increase of 11.4 percent.

The agreement is scheduled to be signed by both parties on June 24 and then must be ratified by the PATCO membership. If approved, it

## Regional Directors Named

Jonathan Howe has been named Director of the Southern Region as part of the agency's regional reorganization program. Howe is the only new regional director to emerge from the reorganization. Formerly deputy director of the Northwest Region, he succeeds the recently deceased Lou Cardinali. His deputy will be George LaCaille. The remaining lineup of regional directors and their deputies is as follows: Northeast Region - Robert Whittington and John Roach; Midwest Region - Murray Smith and John Shaw; Southwest - C. R. "Tex" Melugin and F. E. Whitfield; Western-Pacific Region - Charles Foster and Wayne Barlow; and Alaskan - Robert Faith and Garland Castleberry. The new appointments must be approved by the Secretary of Transportation.

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will run 42 months, expiring January 15, 1985.

In announcing the agreement, Transportation Secretary Drew Lewis said: "The agreement gives prime consideration to the Federal Aviation Administration's basic commitment to air safety and the public interest. Equally, it gives recognition to the responsible job performed by this nation's air traffic controllers and their importance to the traffic system. We believe the settlement represents a just, reasonable and fair agreement. At a time when the President has called for reduced Federal spending, and has asked all Americans to help control inflation, our proposal--we believe--represents an equitable package."

## Lancaster Airway Facilities Sector News

Duke Frazier, Maintenance Mechanic at Lancaster Airway Facilities Sector, is especially proud of his son, John, who is currently the No. One shot-putter in the nation in 3A outdoor competition. John has won every shot-put meet he has participated in this year including the California Interscholastic Federation Masters meet at Cerritos College. He was also awarded Senior Athlete of the Year from Antelope Valley high school in Lancaster. John's best throw is 64 feet, 2-3/4 inches. The previous record was 63 feet. John hopes to attend the next Junior Olympics scheduled to be held in Russia.

## Imperial Flight Service Station

Congratulations to Kent Dees on his selection to San Diego FSS, to Sue Brewer on completion of her facility checkout and detail to GS-10, and to Reuven Silberman on his selection to Imperial Tower. Kudos to Reuven for conducting a group briefing on flying in Mexico to 45 women pilots during the 1981 International Air Race "Angel Derby" from Van Nuys to Acapulco. Traffic continues to grow, with a total of 1,278 services provided on May 25. Most of the traffic consisted of Mexican border crossing flight plans and pilot briefings. Last, but not least, Bill Chapman has decided to retire on July 29, after nearly 40 years of Federal service. Happy Retirement, Bill!

## Cleanup Time Again

It's record cleanout time again. The Office of Management Systems wants everyone to sort out all unneeded records and give them the old heave-ho wherever possible. Records that are not needed now, but might be useful at some future date, should be shipped to the region's or area's Federal Record Center. AMS also wants employees to keep track of records destroyed or shipped. This information will be useful for "cleanup" reports, which will be due in October, shortly after the end of the fiscal year.

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### Western Intercom

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FAA INTERCOM is published weekly for Western Region employees of the Department of Transportation/Federal Aviation Administration by the Public Affairs Office. Articles and photographs should be received by the Editor, AWE-5, extension 6431, by 11 a.m., Thursday, for publication in the following week's issue.

## Charlie Aalfs New Deputy Chief Los Angeles Tower

Charlie Aalfs, Air Traffic Operations Branch Specialist, has been selected as Deputy Chief, Los Angeles Tower. Charlie began his FAA career at Coast TRACON in August, 1969. In 1972, he served at Los Angeles TRACON as a Data Systems Specialist, becoming the Los Angeles Data Systems Officer in 1976. Charlie transferred to the Regional Office Air Traffic Automation Staff in Jan. 1979 before joining the Operations Branch as a specialist in May of 1980. Photo by Barbara Abels.



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## FAA Answers General Accounting Office

FAA has told the General Accounting Office that it is developing new discontinuance criteria for airport control towers. GAO had criticized the agency in a June 1 report for not taking "effective action to discontinue economically unjustified airport traffic control towers." It noted that FAA had revised its discontinuance criteria in 1969 and again in 1975, but included a grandfather clause excluding towers already in operation. GAO said its across-the-board application of the 1975 cost-benefits criteria, without the grandfather clause, had identified 66 towers as candidates for closure. In its response to the GAO report, FAA pointed out that its update of the cost-benefits analysis for both the tower establishment and tower discontinuance criteria is nearing completion. It said no action should be taken to discontinue towers until all pertinent factors are evaluated. These include reducing tower operating costs, special local needs, stimulation of traffic growth and cost-sharing.

## Logistics Division

Welcome aboard: Marge Booth and Mark Roser. Marge is from the Airway Facilities Division and is a Procurement Clerk in the Procurement Branch. Mark is from the Documentation Center in Management Systems Division and is our Administrative Support Assistant in the Administrative Management Staff. Congratulations to Angelito Tahum, Services Branch, on his promotion to Mail Clerk.

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## Pervis Story Retirement Luncheon

After 36 years with the Federal government, military and civilian service, Pervis Story of the Regional Office Print Shop is leaving for some relaxation. A retirement luncheon will be held in his honor on July 24, 11:30 a.m., at Lococo's, 612 S. Sepulveda, Manhattan Beach, Calif. Buffet luncheon is \$7.25 per person. Please contact Lorraine King or Chauncey Walker, AWE-53, on FTS 966-6047 no later than July 20 if you plan to attend the luncheon.

## New Radars Seen

At a recent meeting in Washington, representatives of 50 companies heard National Weather Service officials spell out rules for the coming contract competition to build the next generation weather radar system, called Nexrad. The step-by-step competition is scheduled to begin next year, with the winning company selected by 1985 to build the computer-based Doppler radar system for joint use by FAA, the National Weather Service and the Department of Defense. Nexrad will be able to "see" inside storm clouds and spot aircraft-threatening wind gusts, wind shear and heavy hail, as well as embryonic tornadoes. According to current plans, it will take about 160 new radars to replace the U.S. government's world-wide network.

## Computer Replacement

FAA has contracted with RCA's Government System Division to provide system engineering and technical analysis support for its air traffic control computer replacement program. Under the \$4 million multiyear award, the company will conduct a series of engineering, technical, and cost-benefit studies in support of FAA's effort to upgrade the computer capabilities of its 23 en route centers. FAA's computer replacement program is aimed at meeting the projected air traffic demands of the 1990's and beyond. Present plans call for the agency to issue a request for proposals to industry early next year and award contracts for design concepts in late 1982. In a related event, the FAA has also released a draft of its Computer Replacement System Level Specification to industry for comment. After refinements, both within FAA and from industry comments, this specification will be the basis for the initiation of the contractual phrase(s) of the program.

## Awards

### LETTERS OF APPRECIATION:

Art Moses and Ray Sicotte - Paso Robles Flight Service Station (FSS)  
Dedra Elliott, Norm Largusa and Steve Rippe - Oakland FSS  
Marcos Juarez - Services Branch, Logistics Division  
Dan Morse and George Hernandez - Northern Airports Field Office  
Ron Simpson, Pang Ng and Don Nefzger - Southern Airports Field Office.

### LETTERS OF COMMENDATION:

Dave Mangels - Oakland FSS  
Marcos Juarez - Services Branch, Logistics Division.

### QUALITY WITHIN-GRADE INCREASE AWARD:

Oscar C. Feaster, Oakland Flight Standards District Office.

### SPECIAL ACHIEVEMENT AWARDS:

Phil Raybon and George Olsen - Paso Robles FSS  
Bob Gillespie - Orange County Tower

### CAREER SERVICE EMBLEMS:

Duke Frazier, Lancaster Airway Facilities Sector - 25 years.

# healthstyle a self-test

All of us want good health. But many of us do not know how to be as healthy as possible. Health experts now describe *lifestyle* as one of the most important factors affecting health. In fact, it is estimated that as many as seven of the ten leading causes of death could be reduced through common-sense changes in lifestyle. That's what this brief test, developed by

the Public Health Service, is all about. Its purpose is simply to tell you how well you are doing to stay healthy. The behaviors covered in the test are recommended for most Americans. Some of them may not apply to persons with certain chronic diseases or handicaps, or to pregnant women. Such persons may require special instructions from their physicians.

## Cigarette Smoking

If you never smoke, enter a score of 10 for this section and go to the next section on *Alcohol and Drugs*.

- |  |  |
|--|--|
|  | Almost Always<br>Sometimes<br>Almost Never |
| 1. I avoid smoking cigarettes.   | 2 1 0                                      |
| 2. I smoke only low tar and nicotine cigarettes or I smoke a pipe or cigars. | 2 1 0                                      |

Smoking Score: \_\_\_\_\_

## Alcohol and Drugs

- |  |       |
|--|-------|
| 1. I avoid drinking alcoholic beverages or I drink no more than 1 or 2 drinks a day.   | 4 1 0 |
| 2. I avoid using alcohol or other drugs (especially illegal drugs) as a way of handling stressful situations or the problems in my life.               | 2 1 0 |
| 3. I am careful not to drink alcohol when taking certain medicines (for example, medicine for sleeping, pain, colds, and allergies), or when pregnant. | 2 1 0 |
| 4. I read and follow the label directions when using prescribed and over-the-counter drugs.  | 2 1 0 |

Alcohol and Drugs Score: \_\_\_\_\_

## Eating Habits

- |  |       |
|--|-------|
| 1. I eat a variety of foods each day, such as fruits and vegetables, whole grain breads and cereals, lean meats, dairy products, dry peas and beans, and nuts and seeds. | 4 1 0 |
| 2. I limit the amount of fat, saturated fat, and cholesterol I eat (including fat on meats, eggs, butter, cream, shortenings, and organ meats such as liver).            | 2 1 0 |
| 3. I limit the amount of salt I eat by cooking with only small amounts, not adding salt at the table, and avoiding salty snacks.   | 2 1 0 |
| 4. I avoid eating too much sugar (especially frequent snacks of sticky candy or soft drinks).  | 2 1 0 |

Eating Habits Score: \_\_\_\_\_

## Exercise/Fitness

- |  |  |
|--|--|
|  | Almost Always<br>Sometimes<br>Almost Never |
| 1. I maintain a desired weight, avoiding overweight and underweight.   | 3 1 0                                      |
| 2. I do vigorous exercises for 15-30 minutes at least 3 times a week (examples include running, swimming, brisk walking).  | 3 1 0                                      |
| 3. I do exercises that enhance my muscle tone for 15-30 minutes at least 3 times a week (examples include yoga and calisthenics).  | 2 1 0                                      |
| 4. I use part of my leisure time participating in individual, family, or team activities that increase my level of fitness (such as gardening, bowling, golf, and baseball). | 2 1 0                                      |

Exercise/Fitness Score: \_\_\_\_\_

## Stress Control

- |   |       |
|---|-------|
| 1. I have a job or do other work that I enjoy.  | 2 1 0 |
| 2. I find it easy to relax and express my feelings freely.  | 2 1 0 |
| 3. I recognize early, and prepare for, events or situations likely to be stressful for me.                                | 2 1 0 |
| 4. I have close friends, relatives, or others whom I can talk to about personal matters and call on for help when needed. | 2 1 0 |
| 5. I participate in group activities (such as church and community organizations) or hobbies that I enjoy.                | 2 1 0 |

Stress Control Score: \_\_\_\_\_

## Safety

- |  |       |
|--|-------|
| 1. I wear a seat belt while riding in a car.   | 2 1 0 |
| 2. I avoid driving while under the influence of alcohol and other drugs.   | 2 1 0 |
| 3. I obey traffic rules and the speed limit when driving.  | 2 1 0 |
| 4. I am careful when using potentially harmful products or substances (such as household cleaners, poisons, and electrical devices). | 2 1 0 |
| 5. I avoid smoking in bed.   | 2 1 0 |

Safety Score: \_\_\_\_\_

# What Your Scores Mean to YOU

## Scores of 9 and 10

Excellent! Your answers show that you are aware of the importance of this area to your health. More important, you are putting your knowledge to work for you by practicing good health habits. As long as you continue to do so, this area should not pose a serious health risk. It's likely that you are setting an example for your family and friends to follow. Since you got a very high test score on this part of the test, you may want to consider other areas where your scores indicate room for improvement.

## Scores of 6 to 8

Your health practices in this area are good, but there is room for improvement. Look again at the items you answered with a "Sometimes" or "Almost Never." What changes can you make to improve your score? Even a small change can often help you achieve better health.

## Scores of 3 to 5

Your health risks are showing! Would you like more information about the risks you are facing and about why it is important for you to change these behaviors. Perhaps you need help in deciding how to successfully make the changes you desire. In either case, help is available.

## Scores of 0 to 2

Obviously, you were concerned enough about your health to take the test, but your answers show that you may be taking serious and unnecessary risks with your health. Perhaps you are not aware of the risks and what to do about them. You can easily get the information and help you need to improve, if you wish. The next step is up to you.

## YOU Can Start Right Now!

In the test you just completed were numerous suggestions to help you reduce your risk of disease and premature death. Here are some of the most significant:



**Avoid cigarettes.** Cigarette smoking is the single most important preventable cause of illness and early death. It is especially risky for pregnant women and their unborn babies. Persons who stop smoking reduce their risk of getting heart disease and cancer. So if you're a cigarette smoker, think twice about lighting that next cigarette. If you choose to continue smoking, try decreasing the number of cigarettes you smoke and switching to a low tar and nicotine brand.



**Follow sensible drinking habits.** Alcohol produces changes in mood and behavior. Most people who drink are able to control their intake of alcohol and to avoid undesired, and often harmful, effects. Heavy, regular use of alcohol can lead to cirrhosis of the liver, a leading cause of death. Also, statistics clearly show that mixing drinking and driving is often the cause of fatal or crippling accidents. So if you drink, do it wisely and in moderation. **Use care in taking drugs.** Today's greater use of drugs—both legal and illegal—is one of our most serious health risks. Even some drugs prescribed by your doctor can be dangerous if taken when drinking alcohol or before driving. Excessive or continued use of tranquilizers (or

"pep pills") can cause physical and mental problems. Using or experimenting with illicit drugs such as marijuana, heroin, cocaine, and PCP may lead to a number of damaging effects or even death.



**Eat sensibly.** Overweight individuals are at greater risk for diabetes, gall bladder disease, and high blood pressure. So it makes good sense to maintain proper weight. But good eating habits also mean holding down the amount of fat (especially saturated fat), cholesterol, sugar and salt in your diet. If you must snack, try nibbling on fresh fruits and vegetables. You'll feel better—and look better, too.



**Exercise regularly.** Almost everyone can benefit from exercise—and there's some form of exercise almost everyone can do. (If you have any doubt, check first with your doctor.) Usually, as little as 15-30 minutes of vigorous exercise three times a week will help you have a healthier heart, eliminate excess weight, tone up sagging muscles, and sleep better. Think how much difference all these improvements could make in the way you feel!



**Learn to handle stress.** Stress is a normal part of living; everyone faces it to some degree. The causes of stress can be good or bad, desirable or undesirable (such as a promotion on the job or the loss of a spouse). Properly handled, stress need not be a problem. But unhealthy responses to stress—such as driving too fast or erratically, drinking too much, or prolonged anger or grief—can cause a variety of physical and mental problems. Even on a very busy day, find a few minutes to slow down and relax. Talking over a problem with someone you trust can often help you find a satisfactory solution. Learn to distinguish between things that are "worth fighting about" and things that are less important.



**Be safety conscious.** Think "safety first" at home, at work, at school, at play, and on the highway. Buckle seat belts and obey traffic rules. Keep poisons and weapons out of the reach of children, and keep emergency numbers by your telephone. When the unexpected happens, you'll be prepared.

## Where Do You Go From Here:

Start by asking yourself a few frank questions: *Am I really doing all I can to be as healthy as possible? What steps can I take to feel better? Am I willing to begin now?* If you scored low in one or more sections of the test, decide what changes you want to make for improvement. You might pick that aspect of your lifestyle where you feel you have the best chance for success and tackle that one first. Once you have improved your score there, go on to other areas.

If you already have tried to change your health habits (to stop smoking or exercise regularly, for example), don't be discouraged if you haven't yet succeeded. The difficulty you have encountered may be due to influences you've never really thought about—such as advertising—or to a lack

of support and encouragement. Understanding these influences is an important step toward changing the way they affect you.

**There's Help Available.** In addition to personal actions you can take on your own, there are community programs and groups (such as the YMCA or the local chapter of the American Heart Association) that can assist you and your family to make the changes you want to make. If you want to know more about these groups or about health risks, contact your local health department or mail in the coupon on the right. There's a lot you can do to stay healthy or to improve your health—and there are organizations that can help you. Start a new HEALTHSTYLE today!

For more information, place a check  beside the topic(s) of interest to you.

- Smoking  Nutrition  Safety  
 Alcohol  Exercise  
 Drugs  Stress

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Street \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Clip this portion and send to:  
National Health Information Clearinghouse  
P.O. Box 1133  
Washington, D.C. 20013